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VOL. 145 No. 3550

23 AUGUST 1961

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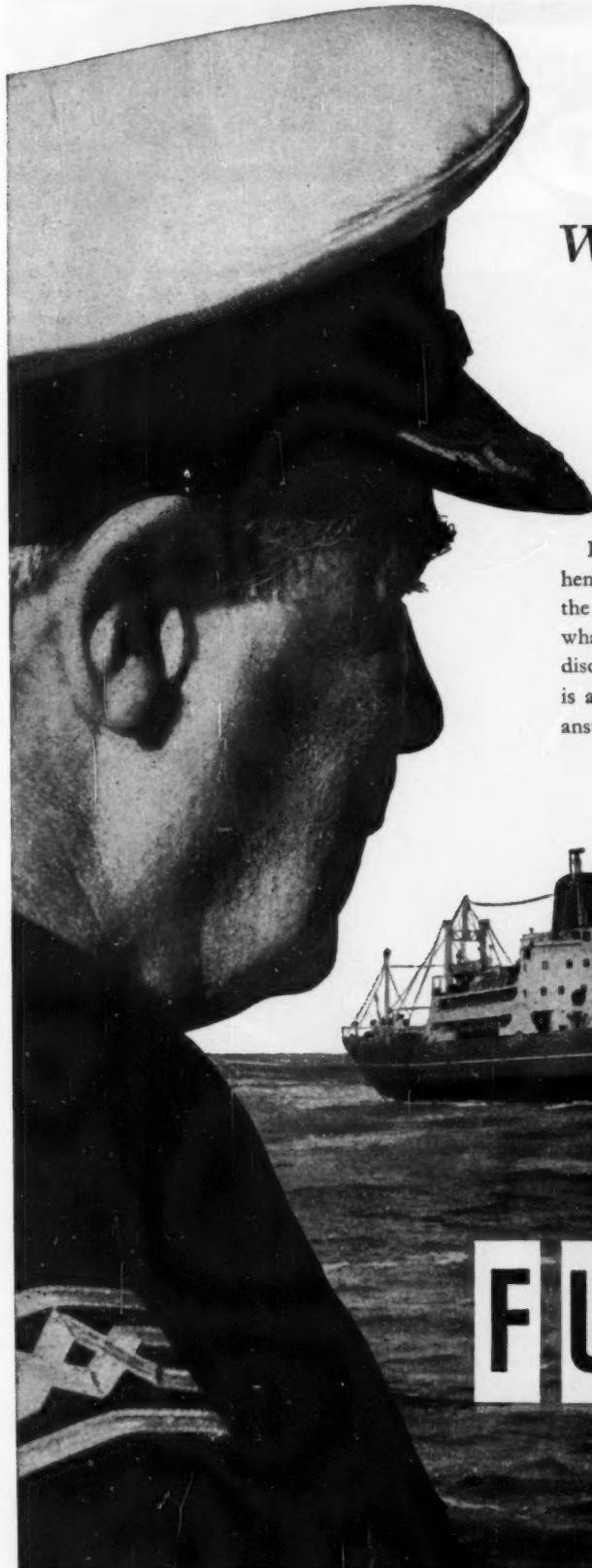
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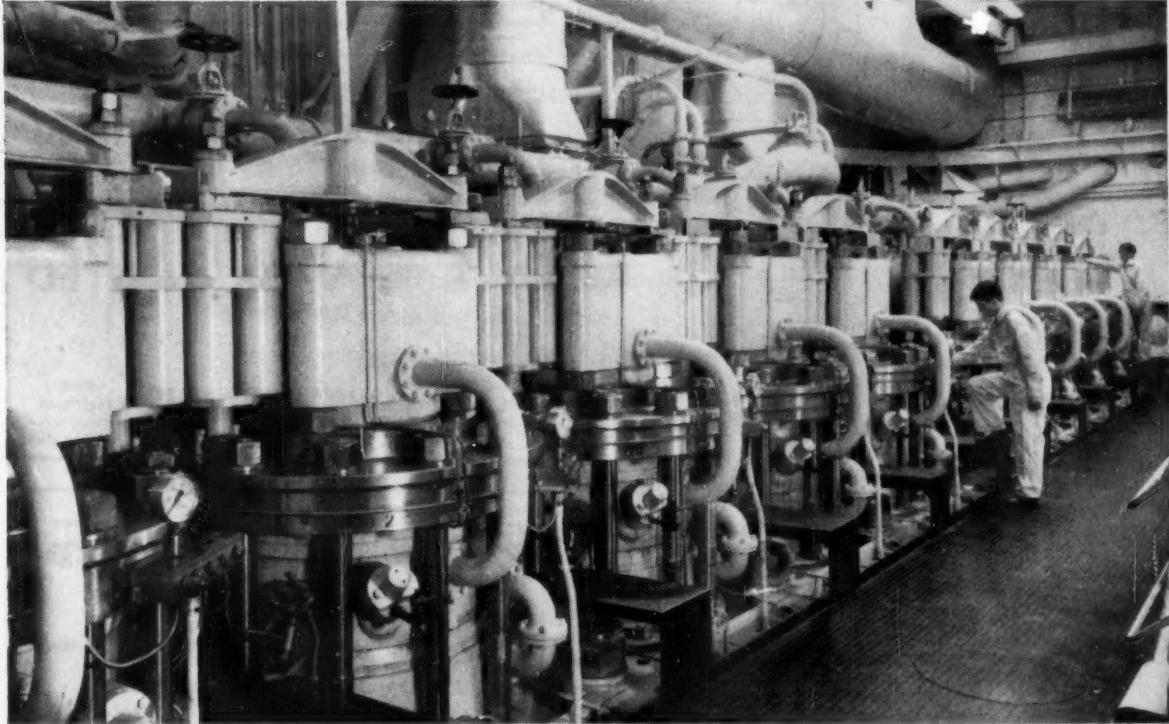
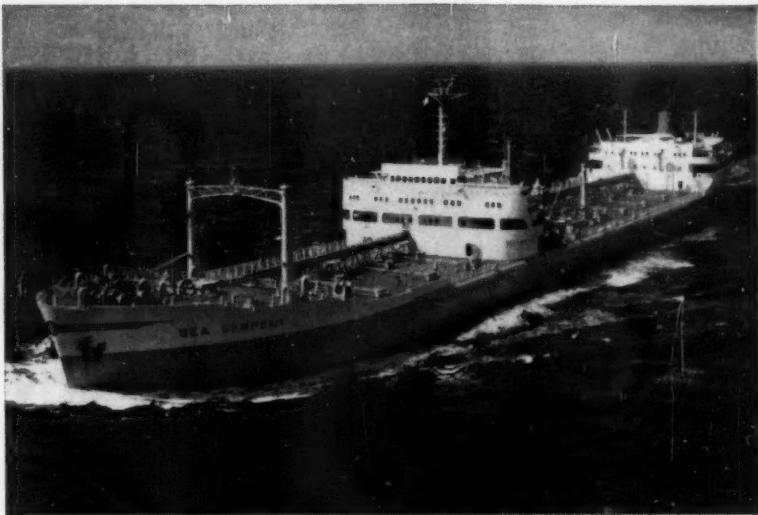


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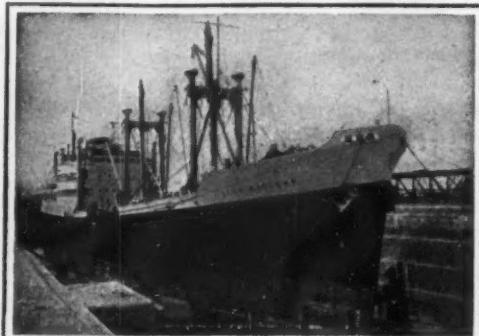
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THE SHIPPING WORLD

THE MERGER TALKS

EVERYONE will wish success to the discussions which have been taking place on the subject of merging the Boilermakers' Society and the Ship Constructors' & Shipwrights' Association. It is easy to be over-emphatic on such matters, but it is probably no exaggeration to say that these two unions hold the key to the future of British shipbuilding in their hands. There are admittedly many other factors concerning the efficiency of management, the layout and equipment of yards, and the availability of finance which affect the competitive position of British shipbuilding today, but these are neither individually of the same importance nor so difficult to correct as the problem of achieving a degree of efficiency in the use of labour which will be competitive with that achieved on the Continent. It is also true that the steel fabricating trades are not the only ones where demarcation has caused trouble and strikes in the past. But they have been the principal source of trouble, and a satisfactory solution in this field will give a lead that other unions will find it difficult to ignore in the face of public opinion.

The meeting which took place last week was under the chairmanship of Sir Thomas Yates, who recently retired as secretary of the National Union of Seamen, and had been appointed by the Trades Union Congress to the position of chairman. He said afterwards that the talks had made very good progress, and that they had got to the point where the matter could be submitted to the wider executives of both unions. A further meeting between the two unions has been fixed for September 20. There have, of course, been various meetings in the past between the two unions on the subject of amalgamation, and they have come to nothing. But the present talks are the first since the T.U.C. began to take a firmer hand in its dealings

with its member unions, and they are also being held under the compulsive shadow of a threatening British shipbuilding slump. They certainly have a better chance of success than any that have preceded them.

Amalgamation between unions by itself is not enough. This has been proved in the past by demarcation troubles between trades within the Boilermakers' Society. But it is clearly a necessary preliminary to the reconsideration of the multiplicity of trades in the British shipbuilding labour force. Once inter-union rivalry has been removed from the demarcation field, one of the main incentives to trouble will have gone, and a start will have been towards building the right atmosphere for further progress, leading to the creation of a flexible labour force well able to compete in the modern world. This aim—a flexible labour force—is in turn a pre-requisite for the continuity of employment that the unions naturally desire so much for their members.

Union leaders may agree, but they still have to carry their members with them, and unfortunately this is a further hurdle that has to be taken. As the present strike at Birkenhead shows, local groups of workers are very willing to defy their leaders when the leaders want to negotiate and the men want to strike. As an aside at this point, it is amusing to draw attention to the way in which the Boilermakers' Society is taking a leaf out of the employers' book over this strike, and is insisting on a return to work by the shipwrights who are on strike before talks begin. There is a moral somewhere here. But the wider issues covered by the merger talks are the ones on which attention must be concentrated now. There is a lot to be done, and time is short.

Current Events

The "Wage Pause"

"THE Chancellor of the Exchequer may have produced an uncertain business atmosphere for the rest of the year, but whichever way the economic indicators turn, there can be little doubt that increasing industrial unrest will be in the forefront of the news". So begins an interesting summary of the general outlook compiled by a leading firm of London stockbrokers. It points out that nearly every important trade union has a wage claim in the pipeline, foremost among which is the claim for another £1 a week and a two-hours reduction in the working week by 3,750,000 engineering workers. "The statement by the

Engineering Employers' Federation that they will be influenced more by the unions' case than by the Government's appeal for restraint must be disappointing to the Chancellor. The unions will certainly be able to present a strong case according to their lights, having suffered a reduction in real wages this year; the argument that wage rates have risen by 4 per cent over the past year while production has hardly moved will not cut much ice with them". Since the engineering unions are the recognised leaders in the wage round, any increase given here would give a strong lever to other unions in industries which certainly could not afford higher wage costs at this stage.

A Strong Line

THE SUMMARY goes on to say that the squeeze on profit margins is likely to be the chief factor of resistance on the employers' part and they can rely on Government support for any firm stand. Since unemployment should also begin to rise at a greater rate than is seasonally normal and the country may approach the brink of a recession, labour may gradually become less militant. The prejudicial effect of widespread strikes on the Labour Party's recovering popularity and the fear that popular opinion may turn sharply against organised labour if the economy is badly disrupted during the Common Market negotiations, may further reduce this militancy. "These factors could well lead to the strongest line taken by employers for some time and this, rather than the Chancellor's appeal itself, may prove to be decisive in restraining wages, although the cost could be heavy. If the Chancellor makes use of such a pause to formulate some logical wages policy tied to productivity, any industrial unrest will have proved worthwhile. If, however, he fails to do this or chooses to soften the blow by promising wage increases after next March regardless of any rise in productivity, then the whole attempt to bring some coherence to wage bargaining will have been a failure".

More Flag Discrimination

IT is reported by J. E. Turner & Co S.A., Buenos Aires, that the Uruguayan Government has decreed more protective measures for vessels of that flag, including the obligation for Government departments to use only Uruguayan ships. However, since the Uruguayan ocean-going fleet consists so far of only five vessels which, apart from being slow and expensive to operate, are often laid up during long spells for repairs, the Government has thoughtfully provided an opportunity for foreign ships to take part in the trade, and for this purpose Article 3 establishes that cargoes may be shipped by vessels of other flags whenever proof can be provided—in the shape of certificates issued by the National Ports Administration and by the National Mercantile Marine Chamber—that there was no Uruguayan ship in position to lift such cargoes. "In view of the insignificant size of the Uruguayan fleet the demand for such certificates is likely to be rather heavy, and it is to be hoped that the aforementioned Government departments will be able to turn them out with the necessary expediency so that cargoes may not be lost through the lack of this requisite".

Diplomatic Pressure

NEVERTHELESS, the Uruguayan Shipping Association, which represents chiefly foreign shipping interests, has taken a serious view of the matter and in a telegram to the Government Council it states that the new decree will create not only a virtual monopoly in favour of Uruguayan vessels but also a serious hindrance to the movement of free trade, which is bound to reflect adversely on the national economy. It urges the Government to reconsider these measures in the light of the principles of free competition and to adjust them as far as possible within the framework of existing international agreements providing equal treatment on a reciprocal basis. The Association has furthermore recommended its members to submit the question to the embassies in Montevideo so that some pressure may eventually be brought to bear through diplomatic channels on the Uruguayan authorities.

Valuable Orders

SIMONS-LOBNITZ LTD, of Renfrew, have received an order for a £550,000 twin-screw salvage tug for the Port of Calcutta Commissioners. This latest order emphasises

the ability of the smaller specialist yards in Scotland to secure business at a time when the major yards are finding this extremely difficult. One reason for this success is the long build-up of skill and experience in specialised fields, giving a competitive capacity which has been adequate to hold much needed orders. Simons-Lobnitz Ltd have booked business to the value of £25,000,000 in the past few months for authorities at home and abroad and have enough work to keep their 1,200 men employed for several months to come. The company has made a policy of aggressive business visits to the major markets abroad and is offering keen fixed prices and guaranteed deliveries, factors which have been sufficient to meet the competition of foreign yards.

Sjofart 61

THE FIRST international maritime exhibition to be held in Scandinavia opened in Helsingborg, Sweden, on August 11. It is being held partly under cover and partly in the open, on a small site previously used for trade exhibitions. Although the accent is on Scandinavia, there are quite a few firms from abroad represented, including seven from Great Britain and some from Japan, Holland, France, Poland, Germany and the United States. Among the British firms whose agents are represented should be mentioned Vickers-Armstrongs (South Marston) Ltd, who have a model of a type VA 3 hovercraft on show, Rolls-Royce Ltd, Steels Engineering Installations Ltd, Graviner Manufacturing Co Ltd, Hamworthy Engineering Co Ltd and W. H. Smith & Co Ltd. There is also a full-scale working model of a MacGregor hydraulic hatch cover in the open section of the exhibition. The four largest Scandinavian shipbuilders, Burmeister & Wain, Eriksbergs Mek. Verkstads, Götaverken, and Kockums Mek. Verkstads, are well to the fore, and Eriksbergs have a particularly original exhibit in the form of the actual smokeroom—and bar—which is later to be installed in a passenger cargo liner which they are building. Centromor, Poland, are also well represented and have some excellent models of ships on view, and Mitsui Shipbuilding & Engineering Co Ltd, represented by AB Otto Hillerstrom, have a model of a large LPG tanker. It might well be worth while for more British firms to consider the possibility of taking space at exhibitions of this kind. The Exhibition is open until August 27.

A Sign of the Times?

A REPORT in the daily press indicates that the Johnston Warren passenger and cargo liners *Newfoundland* and *Nova Scotia*, which have accommodation for 150 passengers each, are to run as cargo liners during the winter months with a maximum of 12 passengers. A decision has not yet been taken as to whether to revert to their previous status next summer. There is particular interest in this report as these two ships offer the cheapest passage across the North Atlantic, and the point has often been made by shipowners that cheapness is an important factor in selling passenger space. However too much importance need not be attached to this particular case. The ships in question are slow as passenger ships go, and the fact that their first calls on the far side of the Atlantic are made at the places after which they are named means that they must follow a northerly route on the crossing. They depend quite largely on the emigrant traffic to Canada, and this has fallen. However the big passenger liners on the crossing from Northern Europe are having a poor summer by all accounts, while those on the southern crossing from the Mediterranean are doing well. This contrast suggests that it is on the fine weather routes that the main future of passenger shipping will lie. It is interesting to speculate on the future economic possi-

bilities of a North Atlantic service in which a route well to the south of the usual lanes is combined with a speed high enough to give a "long weekend" type of crossing. Clearly the service speed would have to be raised beyond the 30 knots of the present generation of ships, and while nuclear power may make this a possibility at some future date, there remains the problem of providing wind-free deck space on which passengers can enjoy the sun that they are seeking.

Fairfield Got the Orders

THE Fairfield Shipbuilding & Engineering Co Ltd is an example of a British yard which has used determined selling to obtain orders when they were most needed. The story, which began two years ago, was told by Mr James Lenaghan, managing director of the yard, at the trials of the bulk cargo carrier *Leecliffe Hall*—a vessel which the firm has built for the Hall Corporation of Canada. It was in 1959 that Fairfields found that the work available to the yard for the following two years was very unbalanced, occupying the finishing trades rather than the steel fabrication side. A series of visits to various parts of the world was therefore made in search of orders, and during the latter part of 1959 this resulted in the securing of orders for 11 ships worth more than £7 mn. The work which these orders represented is now largely completed, and all vessels have been completed within the contracted periods. One of them is the *Leecliffe Hall* itself, a ship more than 730ft long which has been built in a period of just over 10 months.

The Old Tree in Cheapside

OLD-ESTABLISHED institutions like the Baltic Exchange properly take an interest in other old-established institutions in the City of London, and it is not surprising to see in the new issue of the *Baltic Exchange Magazine* an article on the "wind dial" in the now derelict Coal Exchange and another on the old tree in Cheapside. As it happens the present offices of THE SHIPPING WORLD occupy two sides of the old churchyard in which this

famous plane tree was planted 140 years ago. The church itself, St Peter's Westcheap, was destroyed in the Great Fire of 1666, and its crypt still forms the basement of the row of small shops built on the site adjacent to the churchyard. The tree itself is truly magnificent, its leafy boughs towering higher than the five-storey buildings which flank two sides of the churchyard. It was reported in 1906 to be 120ft high, but it has since been lopped. An article published about 1870 said that the tree "which has cheered many a weary business man with memories of the fresh green fields far away, was for long the residence of rooks". Today the rooks are no more; but there are still pigeons who nest in it.

End of Norwegian Whaling?

RECENTLY the Norwegian Government agreed to the sale of the whaling factory ship *Kosmos III* and five catchers to Japan. Included in the contract was also the turning over to Japan of 600 blue whale units of Norway's annual quota. In connection with the sale Mr Anders Jahre spoke on the Norwegian radio, when he said among other things that Norwegians had lost money on their expeditions to the Antarctic in recent years and they did not have the economic backing to keep up with the competition in modern equipment needed for whale-catching today. Besides whale oil had recently had serious competition from fish oil, and as Unilever had become practically the sole purchaser of whale oil, this international firm could more or less dictate the price of whale oil. These factors, together with the difficulty in reaching international agreement about the annual catch, had eventually led to Norwegians losing faith in this industry, which they have done so much to develop. In other words Mr Jahre more or less forecasted the end of Norwegian participation in whaling in the Antarctic.

An effective study of the Bartram-built cargo ship "Londoner", 13,300 dwt, on trials off the North East Coast. The vessel is owned by the Oregon Steamship Co Ltd of London



ON THE "BALTIC"

HIGH TIMECHARTER RATES

By BALTRADER

IT IS probably just as well for the British liner companies that their timecharter requirements have been somewhat limited in recent weeks, for owners of good-class tonnage on this side of the world have been asking exceptionally high rates from those time charterers unwise or unlucky enough to require early ships. This has been mainly due, of course, to the strength of the eastward markets, and some of the voyage rates recently paid from both sides of the North Atlantic to Japan have been good enough to tempt away the most dyed-in-the-wool time-charter enthusiast. It may not be entirely fair to compare directly a voyage out to the Far East, with its uncertain follow-on prospects, with a timecharter such as a South American or even a trans-Atlantic round voyage, but if the premium on the outward business is attractive enough the owner cannot afford to ignore it and the timecharterer must increase his ideas if he is to compete.

As already mentioned, the British companies and especially the West African Lines have not been very active lately, which is not surprising at this time of the year, but there has been a fair sprinkling of orders quoting on the London market for Continental liner account. In addition, Russian charterers have continued to look for timechartered tonnage for White Sea round voyages, as well as for period timecharters of about 4/6 months duration. Little is openly reported about the progress of such negotiations but there have been rumours that warbuilt Liberty type oilburners have been fixed for period charters at around 19s, and there is no doubt that the current value of such ships on this side of the world is several shillings higher than the level a couple of months ago. The Chinese also have period timecharter requirements with delivery Europe and they too have been finding that owners' ideas for all types of ships are several shillings higher, and that tonnage is scarce. In the Far East, however, the Chinese operators continue to redeliver vessels which they chartered earlier this year, and even Japanese timecharterers who have been fairly active from time to time in recent months are now rather quiet, possibly one reason being their fear of having expensive timecharter tonnage delayed in Japan's congested ports. By and large, however, even in the Far East where there is never any lack of tonnage these days, most owners are not concerned at the comparative shortage of long term timecharter inquiry for the simple reason that they are optimistic about market prospects next winter and see no reason to tie up their ships on timecharter for long.

Grain-Carrying Tanker Activity

In spite of a few more encouraging signs of life on the oil charter market recently and indications that tanker owners are tending to take a more optimistic view of future prospects, there is little evidence yet of a drift away from the grain trades. Grain-carrying tankers have become a little more scarce, it is true, and rates in most trades have risen; but this is mainly because there has been such a steady demand for these vessels in recent weeks and the supply is large but not inexhaustible. For some time the main feature of the grain tankers' activity has been from the U.S. Gulf to the Near Continent, but more recently some of the interest has switched to the Mediterranean with a number of tankers taken for heavy grain cargoes from the U.S. Gulf to both Italy and Turkey. There have been unconfirmed reports that the

movement to Italy is part of a purchase of about 1½ mn tons of American grain for shipment between now and June next year, but although the quantity is doubtless large, a few big tankers can quickly move a lot of grain.

The Freight Markets

Firm conditions continued on the freight markets last week and there was more activity in the trans-Atlantic grain trades. Higher rates were paid from Churchill, where charterers appeared to be under some pressure and fixtures included *Leersum* with wheat to Hull at 57s 6d, September 15/October 5, and *Sideris* from Churchill to picked ports U.K. at 55s, September 4/20, followed by a cargo from the St Lawrence to the same destination at 50s, October 12/30. The tanker *Clydewater* was fixed with grain from the Great Lakes to Antwerp, Rotterdam or Amsterdam at \$8.75 f.i.o. with St Lawrence completion at \$3.65, October 15/November 5, and the tanker *North Lord* was fixed with wheat from the U.S. Gulf to West Italy at \$6.20 f.i.o. option Adriatic discharge at \$6.80, two consecutive voyages commencing September 10/25.

One or two more fixtures were reported for scrap from the United States to Japan at the unchanged rate of \$140,000 f.i.o. for "Liberty" type vessels including *Athenoula T.* from the U.S. Atlantic, September 18/30. The *Maria Stathatos* was fixed with bagged sugar from Cuba to Japan at the unchanged rate of 10ls 9d f.i.o. and free taxes, September 30/October 16, and inquiry continued for sugar from Cuba to the Black Sea. There was little to report on the South African market but the *Machitis* takes maize from Lourenco Marques to three ports Tokyo/Moji range at 72s 6d free discharge, September 9/27. Australian fixtures included a *Livanos* vessel with bulk wheat ex silo from West Australia to Japan at the substantially higher rate of 57s 6d free discharge, October 2/25, and earlier in the week the *Ercta* was fixed for a similar cargo from Newcastle, N.S.W., to Durban at 50s free discharge, August 30/September 15. The tanker *Alva Cape* takes bulk wheat ex silo from Geelong to Bombay at 52s 6d, September 11/25.

The main feature of the North Pacific trades was the higher rates paid for wheat to Japan and fixtures included *Aghios Spyridon* from British Columbia/U.S. North Pacific to Moji/Yokohama range at \$7 free discharge, October 1/20. A *Van Ommeren* vessel was fixed with wheat from Vancouver to Antwerp, Rotterdam or Amsterdam at \$7 free discharge, option Hamburg, Bremen, Emden or London at \$7.25, also with 3,000 tons per day discharge free, loading as far ahead as January 1/25. A vessel was fixed with scrap from Portland, Oregon, to Japan at \$76,500 f.i.o. based on 9,500 dwt for cargo, 475,000 cu ft bale, September. There was little to report in the Far East but a vessel of 499,000 cu ft bale was fixed with copra from the Philippines to Antwerp/Hamburg range at 14½ cents per cu ft bale, September. Another September ship takes bagged rice from Burma to Ceylon at 42s 6d f.i.o. The *Dimocritos* was fixed with iron ore from Mormugao to South Japan at 50s f.i.o., August 20/28.

Timecharter fixtures included *Errington Court* (ms), 10,940 dwt, 574,000 cu ft bale, 12 knots on 13 tons diesel oil, at 21s 6d per ton, delivery sailing Hamburg, redelivery Cuba, trip out August 21/28.

NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

Shipbuilding in Germany

SCHLIEKER WERFT, Hamburg, has received an order for the construction of a 50,000-dwt tanker for the carriage of gas oil. The owner of the first vessel of this size and type is the Marlin Tanker Corporation, Monrovia, which intends to charter the vessel to the Sinclair Refining Company, New York. The vessel will be commissioned by the end of the next year, to be operated between the Persian Gulf, the Caribbean and a new affiliate of Sinclair in Belgium. The principal dimensions of this unusual vessel are length overall 754ft, breadth 102ft, depth 51ft and draught 38ft 6in. Two pairs of 16-cyl and 12-cyl Pielstick engines built by Willy H. Schlieker K.G., Otten-sener Eisenwerke division, under licence will be used to drive two shafts. Having a total output of 17,920 shp, they will give the vessel a speed of 15.75 knots. The vessel will have variable-pitch propellers which can be controlled from the navigation bridge. This installation of the Pielstick engines in a vessel of such size is the first in the world, Herr Willy H. Schlieker told the writer. The fore body of the carrier will be built on one of the Schlieker slipways, the after body in dry dock. The owners intend to finance the ship by the sale of Venezuelan gas oil. The contract was placed in dollars and the value might aggregate DM 26 mn, or about \$6.5 mn.

Reviewing the difficult competitive situation of German shipyards, Herr Schlieker pointed out that due to the exchange rate domestic shipyards can scarcely com-

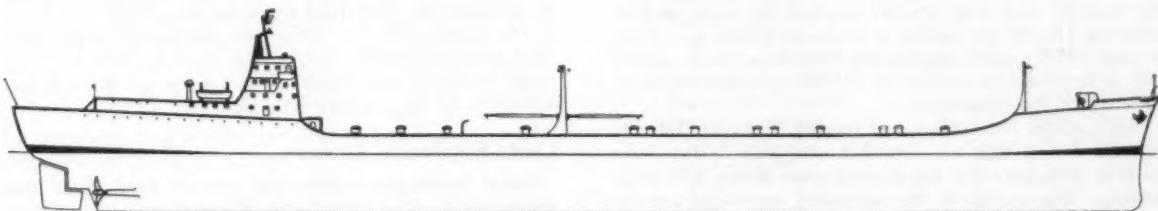
pete with foreign yards. This was particularly so in the case of sterling orders. In view of the long-range financing of most of the recent new orders and the growing tendency to place orders in terms of pounds sterling, German shipyards would be unable to bear the exchange risk alone. Additionally, foreign owners are not convinced that no second revaluation of the Deutsche Mark will follow the first one of last March. International shipping circles argued that a second revaluation might be necessary to ease Great Britain's entry into the European Economic Community. That could be the reason why no foreign owner felt inclined to place a contract with a German shipyard. The scepticism of foreign owners had not been eliminated by a denial from government officials. So far as costs are concerned the inferiority of German shipyards against foreign competitors would be about 10 per cent. Most urgently the problem of exchange security would have to be settled, and Herr Schlieker suggested that a continuation of government credits would have to be arranged in addition to the recently proposed DM 200 mn government shipbuilding credit programme.

The launching of a midship section of a chemical carrier building at Rheinstahl Nordseewerke GmbH, Emden, was of interest in view of the low draught of

the vessel in relation to its capacity of about 19,000 dwt. The vessel is a conversion of a standard T2 tanker on account of a U.S. owner. The new vessel, christened *Alchemist*, will have a length between perpendiculars of 551ft 6½in, a breadth of 74ft and a draught of 29ft 11½in.

American Shipping Notes

SURVEYS of the status of the American-flag merchant fleet on July 1 issued by the American Merchant Marine Institute show that on that date 396 ships (5,827,000 dwt) were inactive, out of a total privately-owned fleet of 989 ships (13,974,761 dwt). These included over one-half (167) of the tanker fleet and more than one-third (229) of the dry-cargo and passenger fleet. This abnormal lay-up situation was, of course, the result of the maritime strike then in progress, which was halted two days later by the 80-days injunction obtained by the Federal Government under the Taft-Hartley Law. Only 78 vessels (46 tankers and 32 cargo and passenger ships) were idle for lack of business. With more than half of the injunction period already expired, no significant progress has yet been made toward agreements between shipowners and those unions still on strike at the time the injunction became effective. The chief of these, the Marine Engineers' Beneficial Association, has concluded contracts with one large operator, States Marine Lines, and two smaller Gulf companies, Bloomfield Steamship Co and



Profile of the 50,000-dwt tanker ordered from the Schlieker Werft by the Marlin Tanker Corporation, Monrovia

Central Gulf Steamship Corp. Unless further settlements are reached before the injunction deadline at 8 p.m. on September 21, a major part of the merchant fleet can still be made idle.

The 20-knots cargo vessel *Japan Mail* (14,925 dwt) was launched on August 8 at the San Pedro (California) yard of Todd Shipyards Corporation for the American Mail Line. Designed by J. J. Henry of New York, the Mariner-type ship is 563ft long and has steam turbines developing 17,500 shp. Principal speaker at the launching was Thomas E. Stakem, chairman of the Federal Maritime Board, who took occasion to reply to foreign and domestic critics of the Government's policy in encouraging the construction of such large, fast and expensive ships. Stating that such ships are needed in the Far East trades to aid in the race against Communism which is intent on "surrounding us and destroying us", he added: "Our first line of defence is our armed might. Our second most powerful bastion in the struggle for the survival of freedom is our ability to join with our friends and allies in mutual world trade and commerce.

The Mississippi River ports of Natchez, 380 miles from the Gulf of Mexico, Vicksburg (460 miles) and Greenville (540 miles) have announced that they are looking to new terminals just completed or nearing completion to



NEW SWEDISH FERRY

The new passenger ferry "Bornholm" has been delivered to A/B D/S paa Bornholm of 1866 by Burmeister & Wain, Copenhagen. Accommodation has been provided for 333 passengers in one, two and three-berth cabins. There is also room for 593 unberthed passengers. Space has been provided for about 78 cars, while there is also a refrigerated hold. The propulsion machinery consists of an eight-cylinder Burmeister & Wain diesel engine developing about 4,600 bhp. The "Bornholm" will ply on the night service between Ronne and Copenhagen.

build up their volume of direct overseas cargo. The new facilities will accommodate seagoing barges and comparatively shallow Great Lakes-type ships.

The Japanese 17th Building Programme

FOR THE FIRST TIME since government-sponsored shipbuilding programmes were introduced, Japanese owners have applied to build less tonnage than that allotted under a programme quota. This occurred when nine owners applied to build ten cargo liners totalling 89,620 grt, as compared with the quota of 92,000 grt, under the 17th programme. However, 11 vessels totalling 155,820 grt were applied for by 14 owners against a quota of 76,000 grt for tramps, and nine owners applied for nine tankers totalling 296,000 grt against a quota of 87,000 grt. Thus, a total of 30 vessels aggregating 542,140 grt was applied for, compared with a total of 255,000 grt planned to be built under the programme.

Applications for tankers and tramps closed on July 20, but the closing date was extended until July 24 for liners to give extra time for negotiations over prices with shipbuilders. The names of the successful applicants are expected to be released early in September. It is believed that all applications for cargo liners will be approved. A stiff stand was taken by shipbuilders, who demanded that prices be increased by an average of 10 per cent over those of the 16th programme.

Four of the cargo liners applied for are intended to be placed on the New York run, including one to the Great Lakes and Eastern Canada. Two of the others are for services to Australia, and the remaining four are divided equally among services to South West Africa, the Gulf of Mexico, Indonesia and westbound round-the-world. Service speeds of the vessels range from 14.8 to 19.7 knots.

Japanese Shipbuilding

CONSTRUCTION of 16th programme vessels in Japanese yards continues, and recent launchings included the cargo liners *Hampton Maru*, 12,000 dwt, and *Tosaharu Maru*, 11,800 dwt. The *Hampton Maru* is being built by the Hiroshima yard of the Mitsubishi Shipbuilding & Engineering Co Ltd for Mitsubishi Kaiun's New York service. A 13,000-bhp diesel main engine will give the vessel a service speed of 18.3 knots. She is due to be completed in mid-October. The *Tosaharu Maru* is under construction at the Innoshima yard of the Hitachi Shipbuilding & Engineering Co Ltd for Shinnihon Steamship, and is to be assigned to a Japan-U.S. Gulf ports service following its completion in late October. A 10,500-bhp diesel main engine will give the vessel a service speed of 17.4 knots.

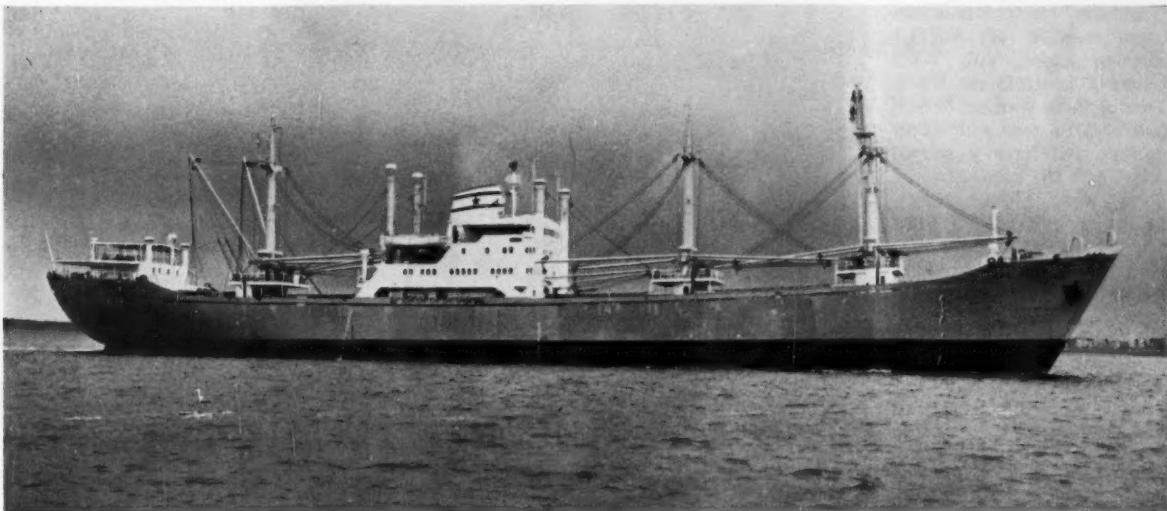
Other launchings included the 21,140-dwt ore carrier *Sumahara Maru* at the Kobe yard of Mitsubishi Heavy Industries Reorganised for Shinnihon Senpaku Sangyo Kaisha, and the 47,500-dwt tanker *Asia Maru* at the Aioi yard of Ishikawajima-Harima Heavy Industries for the Nittoh Steamship Co.

The ore carrier is destined to haul iron ore from Goa to Kawasaki Steel's Chiba works, and the tanker to be placed on the Japan-Persian Gulf run. Hitachi's Innoshima yard also delivered the 33,932-dwt tanker *Yamatomi Maru* on July 24 to its joint owners Yamashita Kisen and Futaba Kaiun. A Hitachi-B & W diesel main engine of 15,000 bhp gives the tanker a service speed of 17 knots. In addition, the same yard delivered the 259-grt tug *Antar* to the Caltex Oil Co, while the company's Sakurajima yard received formal approval to build a 14,884-dwt dry cargo vessel for the Citadel Shipping Co, of Hong Kong, scheduled to be completed in February 1963.

Large Norwegian Tankers

FOUR Norwegian orders for tankers have been converted to ships of 80,000 dwt, states the monthly report from R. S. Platou A/S, Oslo. They do not mention names, but it has been published earlier that Sigval Bergesen d.y. & Co have converted two of their orders at Rosenberg, ships of about 50,000 dwt, to tankers of 80,000 dwt and that Anders Jahre has converted an order for a tanker to one of 80,000 dwt. This order was placed at Kieler Howaldtswerke. The fourth order for a tanker of 80,000 dwt is also placed at a foreign yard, but so far no mention has been made of the name of yard or owners. There have also been some conversions of tankers upwards to 53,000 dwt, states the report. In July no new contracts were finalised, but negotiation is in progress and new orders are expected to be announced before long. For the time being the greatest interest seems to be for the larger sizes of bulk carriers.

In this connection it is interesting to see what Mr M. Siem, managing director of the Aker concern, said recently in connection with the launching of the bulk carrier *Polyrover* (17,300 dwt) ordered about three years ago by Einar Rasmussen, Kristiansand. The vessel is the third in a series of bulk carriers which Aker has specialised in, and before they designed this type and size the yard had conferred with several experts; but development in shipping often takes place faster than even the experts can anticipate, Mr Siem said, and today he was of the opinion that the tendency towards larger and larger tankers would also manifest itself in bulk carriers.



The "Pra River"

DUTCH-BUILT CARGO SHIP FOR GHANA

IT WAS announced last year that a series of eight cargo ships had been ordered by the Black Star Line, Ghana; six to be built by N.V. Kon. Mij. De Schelde, Flushing, and two under subcontract for "De Scheide," by Orenstein-Koppel und Lubecker Maschinenbau-Gesellschaft, Western Germany. The first of these ships, the *Pra River*, 6,989 dwt, has been delivered from the De Schelde yard. A second ship, the *Offin River*, has been launched at the same yard. The eight ships are divided into two slightly different groups; four will be arranged for the carriage of about 500 tons of vegetable oil in deep tanks, while the remaining four will be provided with refrigerated compartments of 25,000 cu ft capacity. These are the first new ships to be built for the Black Star Line, which is managed by the Zim Israel Navigation Co Ltd. The captain and senior officers are Israeli, while the remainder of the crew are West African.

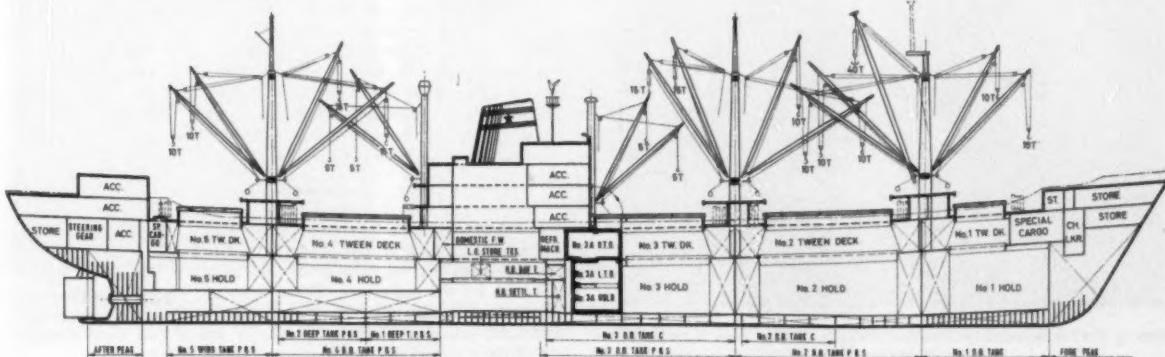
The *Pra River* is one of the four ships with refrigerated space. She has been delivered as an open shelterdeck vessel, but can easily be converted to a closed shelterdecker. She has two complete decks with an additional tweendeck in No 4 and 5 holds as well as a tweendeck in the after part of No 3 hold. In all eight ships, a Schelde-Sulzer diesel engine provides the power for propulsion.

In addition to being designed for the carriage of general cargo the *Pra River* can carry timber, on deck and in the holds, and also grain. Centreline bulkheads and all necessary

PRINCIPAL PARTICULARS

Length o.a.	460ft 10½in
Length b.p.	406ft 10in
Breadth moulded	60ft 0½in
Depth moulded to upper deck	35ft 9¾in
Depth moulded to second deck	25ft 1³/₁₆in
Draught, summer	
open shelterdecker	23ft 3¼in
closed shelterdecker	27ft 6¾in
Deadweight (open)	6,989 tons
Deadweight (closed)	9,942 tons
Machinery output	4,500 bhp
Trials speed	15 knots
Cargo capacity	
grain	505,192 cu ft
bale	455,271 cu ft
refrigerated	25,777 cu ft

sary fittings are provided for the latter cargo. The upper deck and the MacGregor hatch covers have been built to carry a load of 2 tons/sq metre. Apart from the stringer angle on the upper deck and the upper seam of the bilge strake, the ship is of all-welded construction. Seven watertight bulkheads with bulb bar stiffeners are fitted. Longitudinal framing has been used for the upper deck and double bottom.



Sixteen electrically-driven cargo winches of A.E.G./Hatlapa make, with Ward Leonard control, are fitted. Two of these winches have a pull of 3.5-8 tons with 42-hp motors and have a second drum, and the remainder are fitted with 33-hp motors, having a pull of 3.5 tons. There are four derricks suitable for 5-ton loads, eight for 10-ton loads, four for 15-ton loads and one for 40-ton loads.

All the cargo holds have mechanical ventilation, and when citrus fruit is carried it is possible to arrange for 20 changes of air an hour. The insulated cargo space in the after part of No 3 hold is divided into two parts, and if so desired the temperature in the upper spaces may be varied from that in the spaces below, a variation as much as from +12 deg C to -20 deg C being possible. Loading and discharging of these spaces can be carried out through the hatches and through insulated doors giving access to the hold and No 3 tweendeck.

In addition to the crew of 50, accommodation has been provided for 12 passengers, four in single-berth and eight in two-berth cabins. All the officers, POs and passengers are housed in the midship accommodation, and the crew aft. Public rooms include a large dining and smokeroom for the passengers' and officers' dining saloon and smokeroom, a duty messroom, POs' messroom, crew messroom and recreation room. Considerable use has been made of plastic-covered panelling and linings. Air conditioning with individual temperature control in all rooms has been installed. Protection against fire is ensured by the use of incombustible bulkheads of plain Marinite.

Propelling Machinery

The propelling machinery in the *Pra River* comprises a single-acting two-stroke Schelde-Sulzer type RD diesel engine fitted with two BBC turbo blowers. This engine has five cylinders of 680 mm bore and 1,250 mm stroke and a maximum continuous output of 4,500 bhp at 135



View of the main lounge and dining saloon on the starboard side of the bridge deck

rpm; the corresponding mean effective pressure is 94 lb/sq in. The cylinder jackets, covers and fuel valves are freshwater cooled and the pistons oil cooled.

Electricity for power and lighting is supplied by three alternators, each driven by a six-cylinder MAN diesel engine of 330 bhp output at 600 rpm. The alternators are of Heemaf make and are of the compound type with self-excitation and self-regulation. The output of each alternator is 260 kVA (210 kW) at 450 volts, 60 cycles. A simple Heemaf synchroniser enables the alternators to be synchronised without having to adjust the speed of the diesel engines. To achieve this result the speed drop is low, but the Woodward governors on the engines enable perfect paralleling to be obtained.

PLASTIC PIPING

THE four guided-weapon destroyers now being built in Britain for the Admiralty will use extruded thermoplastic piping and moulded fittings made by Durapipe & Fittings Ltd, West Drayton, Middlesex, for the pre-wetting installations. The purpose of this type of installation is to spray water over the entire vessel as a protective measure against contamination from radioactive fallout. Durapipe has become well established in the shipping industry in Britain and abroad. One of Sweden's leading shipyards, A/B Götaverken, now uses Durapipe K (a copolymer of styrene acrylonitrile and butadiene acrylonitrile blends made to the American "Kralastic" formula) exclusively in all its plastic pipe installations. These have included salt water lines for cooling in refrigeration systems or for sanitary equipment and for fresh water and sewage lines. Three tankers completed by Götaverken during the last 18 months absorbed a total of about 10,000ft of Durapipe K and 10,000 moulded fittings supplied from Durapipe's versatile range of some 450 mouldings. Five Norwegian shipyards have equipped 11 new ships with Durapipe systems during the last two years and completely replaced conventional materials with plastic in many existing vessels. In Britain, Lloyd's Register tests have certified that Durapipe is suitable for the following shipboard applications: domestic cold salt water and cold fresh water systems, waste pipes (above freeboard deck), ballast tanks, air pipes, tank suction and filling pipes (salt or fresh).



View of the wheelhouse. A Decca 606 radar set has been installed in this ship

NEW and recently revised leaflets have been received from Clarke, Chapman & Co Ltd, Victoria Works, Gateshead 8, Co. Durham. One of these covers the range of equipment manufactured by the company. Three separate leaflets, publications Nos 94, 213 and 216 deal respectively with "Hydropower" hydraulic machinery, their AC cargo winch and their electrically-driven automatic constant-tensioning winch.

Berger Metallic Lead Primer

HOW PAINTING COSTS AND LABOUR CAN BE SAVED

ALTHOUGH red lead incorporated in linseed oil has for a long time been considered the standard for protective priming paints, advances being made in paint manufacture has now made it worthwhile to consider and compare performances. To obtain the maximum protection it is preferable to mix red lead *in situ*, but this is not always practicable. A ready-for-use paint containing non-setting red lead has overcome this difficulty, but in the process it has lost to some degree its anti-corrosive properties. Nevertheless a high degree of protection is achieved, together with stability and tolerance to difficult conditions of preparation and application, and this paint is now the accepted standard for priming steel. Other materials have also been accepted, in spite of their disadvantages.

An important development has been the introduction of highly dispersed metallic lead. This is employed in a primer known as Leadium, which is marketed by Lewis Berger (Great Britain) Ltd.

Metallic lead comprises tiny particles of pure lead, these particles being on the average 1 micron in diameter (i.e. 40 millionths of an inch). Primers containing metallic lead have anti-corrosive properties equal to red lead, but because it is possible to incorporate the pigment into resin-oil mediums, the disadvantages of red lead can be overcome.

It is found that metallic lead primers have several notable advantages:

- (1) A quicker drying time than red lead permits the application of further coats or finishing coats after overnight drying.
- (2) Application is easier and brush marks flow out to give a uniform surface. This ensures that there are no badly-covered areas where corrosion can develop.
- (3) Good results are obtained under sea water immersion conditions.

Perhaps of even more interest to the shipowner or marine superintendent is the saving in cost which can be effected by using a metallic lead primer. Tests and prac-

tical results show that, gallon for gallon, metallic lead paint will cover an area of 70 sq yd compared with 50 sq yd by red primer. Easy flow and good coverage—without loss of performance—mean time and labour economies. The manufacturers of Leadium recently released figures which indicate this clearly.

Over an area of 1,000 sq yd red lead primer covers 50 sq yd to the gallon at an average cost of 42s 6d per gallon. Metallic lead primer covers 70 sq yd to the gallon at an average cost of 45s 6d per gallon. Because the quantity of metallic lead primer required will be less than the amount of red lead, it is reasonable to assume that there will be some saving in labour cost. This has been calculated to be at least a saving of 1d per sq yd.

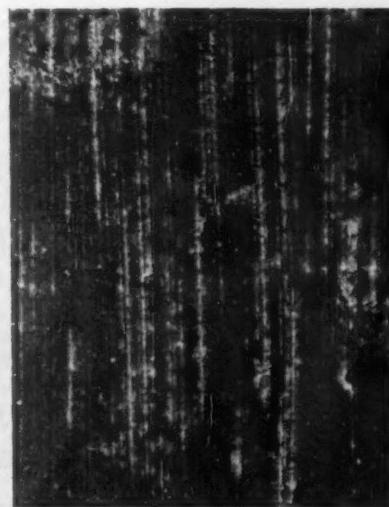
On this basis, the cost of painting 1,000 sq yd is worked out in the following table:

	Metallic lead primer	Red lead primer
Average covered	70 sq yd/gall	50 sq yd/gall
Number of coats required	2	2
Gallons required per 1,000 sq yd	28.57	40
Price per gallon	45s 6d	42s 6d
Cost of materials	£65	£85
Cost of labour at 11d per sq yd (for metallic lead primer)	£91 13s 4d	
Cost of labour at 1s per sq yd (for red lead)		£100
Total cost (materials plus labour)	£156 13s 4d	£185
Cost per sq yd	37.6d.	44.4d.

Labour costs are average for comparative purposes, and are not necessarily factual for all places.

Varying Conditions

However, a satisfactory priming paint must possess in addition to corrosive-inhibitive characteristics a number of other properties. The various areas of a ship are subjected to different conditions. Therefore it is necessary to incorporate metallic lead in a resin-oil medium that will impart to the primer the properties required of it.



(LEFT) Brush marks left in film of a standard anti-corrosive primer are uneven and grooves tend to retain moisture (CENTRE) Furrows left in a film of standard anti-corrosive primer permit rapid onset of corrosion, destroying both paint film and metal (RIGHT) Even coating obtained with metallic lead primer gives high strength and corrosion resistance. The above illustrations are all to the same scale

consistent with the part of the ship to which it is to be applied.

For example, if the pigment is incorporated in a medium that possesses good alkali resistance then the resultant primer can be successfully used below the waterline—an area where alkali resistance is very important. As a ship's bottom primer, metallic lead has performed extremely well, and it also functions satisfactorily as an anti-corrosive coat isolating anti-fouling compositions from metal. Similarly, by selecting media that have quick drying properties, or the ability to withstand mechanical damage, metallic lead primers can be formulated for use above the waterline.

Quick-drying metallic lead primer can be specified for ships that are being painted to a time schedule, because it is possible to repaint after overnight drying, even under adverse conditions. Although speed of drying is not so essential in the new construction of ships, in the winter a primer having this virtue is a definite asset.

In such areas as decks, holds and machinery the ability to withstand mechanical damage is very important. Metallic lead primers have given excellent performance when used in such areas, and in holds, where no further coatings are applied, protection is still very good. In addition, metallic lead primer can be used in ballast tanks, cofferdams and deep tanks.

BOOK REVIEWS

The Millionaire Mentality, by Michael Pearson. (Martin & Secker & Warburg Ltd, 14 Carlisle Street, London W1. Price 16s.)

In what has proved to be a book of absorbing interest, Michael Pearson has made a study of the modern business tycoon who has set out, with little or no capital to start with, to make a fortune and succeeded. He has interviewed more than twenty millionaires, including Aristotle Onassis, the well-known shipowner, and traces their early careers carefully. He also probes the end result—the morality, the standards, their happiness and home lives—and he has sought to find the common denominator among these successful tycoons. For those not already acquainted with how to make a million, there is a useful chapter which sketches methods of raising money and avoiding tax legally, with particular reference to the psychology of bank managers and tax inspectors.

The Ismay Line, by Wilton J. Oldham. (The Journal of Commerce, 17 James Street, Liverpool 2. Price 30s.)

This is the story of the lives of the two Ismays, father and son, which were so bound up in the eventual history of the White Star Line on the North Atlantic. T. H. Ismay was already successful in business at the age of 30 when he bought the houseflag of a bankrupt sailing ship company called the White Star Line, a name which was to become famous all over the world. Many of the ships which Ismay planned and built adopted many ideas which were considered to be revolutionary at the time. The book is well documented and illustrated, and the author has been fortunate in being given access to the Ismay family records. It is a useful and interesting contribution to shipping history.

Fire Aboard, by Frank Rushbrook (The Technical Press Ltd, 112 Westbourne Grove, London W2. Price 63s.)

This book on the problems of prevention and control of fires in ships and port installations has been written by an expert, for the author, Frank Rushbrook, has been connected with fire protection since he joined the Edinburgh Fire Brigade as a fireman in 1938, and now holds high rank in the fire service. He pulls no punches in his descriptions of some of the major disasters to ships at sea, but his criticisms are undoubtedly where he feels that they are most needed. It is a book which could prove of considerable value to shipowners and shipbuilders, as well as those in charge on board ship, fire authorities and firemen and port and harbour authorities. It is furthermore well written and illustrated and makes extremely good reading.

Lloyd's Maritime Atlas. (The Corporation of Lloyd's, London EC3. Price 25s, post free.)

This is the fourth edition of a publication which has established its own special (and usually well worn) niche in the bookshelves of shipping, shipbroking and chartering offices all over the world. In style it follows exactly the improved pattern introduced in 1958. The main changes in content are boundary amendments of the maps to take account of political changes, incorporation of new names for ports, such as those in Morocco, and the addition of new ports, mainly in the geographical index section. A minor oversight is the non-appearance of Tema on the map, though it figured in the

geographical index even before it was built. The main index has been extended by something like 140 names. With the help of the unique system of geographical index devised by the publishers about 8,000 ports and loading places can be traced in the atlas. In this index important places appear in bold type, a considerable help in pinpointing the small, unknown port one is trying to find. It would be a further help if those places not to be found on the maps—squeezed out, as it were, by the proper insistence on handy size—were also marked by a type variation, italics, for instance.

"*Ship & Boat Builder*" Annual Review, 1961 John Trundell (Publishers) Ltd, St Richard's House, Eversholt Street, NW1. Price £2 10s.

This well-known annual has been thoroughly revised and brought up to date. For the first time, marker tabs, printed on both sides, have been inserted at the start of the main directory sections for easy reference. There are interesting articles on stern trawling, distribution within the yacht industry, as well as illustrations of new constructions, pleasure craft of 1960, marine gear and a table of launchings in 1959. This is followed by a list of builders and repair yards. Other sections include marine engine specifications, paint specifications, marine fittings and equipment, materials, yard equipment and a manufacturers' index.

Ships of the Blue Funnel Line by H. M. Le Fleming (Adlard Coles Ltd, 7 Brunswick Place, Southampton. Price 10s 6d.)

This is one of the most interesting shipping company histories to appear for some years. Despite the fact that the Blue Funnel records were lost during the war, Mr Le Fleming has accumulated a remarkable amount of useful information, not the least of which is the complete fleet list of all vessels since the company started operations in 1853. A general history of the company covers 35 pages; this being followed by the fleet list of 18 pages. There are 53 plates at the end of the book, effectively showing in chronological order the changes in design that have occurred. For the shipping historian, or just for general reading, this book is a "must."

The Fruit Annual, 1961 (British-Continental Trade Press Ltd, 222 Strand, London WC2. Price £1.)

This annual, now extending to 617 pages, is now available. It contains a revised "Encyclopaedia of Fruit Varieties and Markets" which gives details of every kind of commercial fruit in the world. Special chapters deal with the production and export of bananas, dried fruits and nuts. Details are given of fruit crops, exports and imports in fresh, frozen and canned fruit in all the most important countries. The reference section includes a fruit supply calendar, a dictionary of trade terms, and the fruit shippers' guide listing shipping lines and all their ships with details of cargo space.

Ship's Business, by G. J. Bonwick and E. C. Steer. (The Maritime Press Ltd, 30 Fleet Street, London EC4. Price 40s.)

This useful textbook, first published in 1952, has been extensively revised and brought up to date, including the 1960 Conference on Safety of Life at Sea. The book covers every aspect of administration likely to be met by the Merchant Navy officer in respect of the ship, her crew, cargo and safety. It will be particularly useful for officers studying for their certificates as well as being helpful for serving officers.



AN OPEN LETTER TO SHIOPWNERS EVERYWHERE!

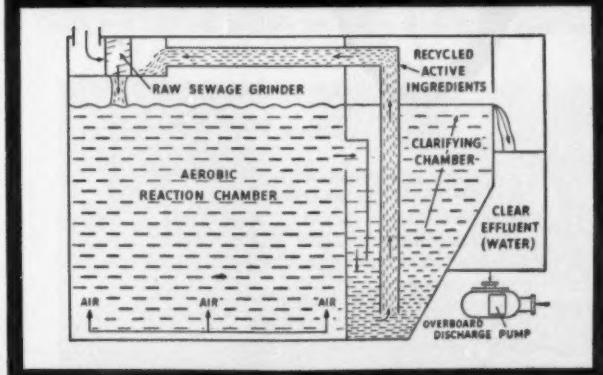
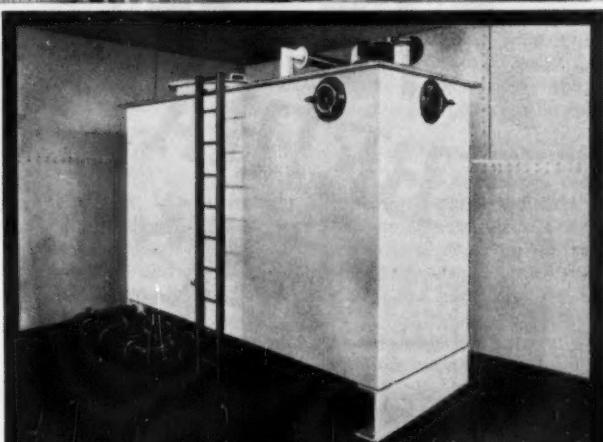
Dear Sirs,

The danger notice seen above could, quite reasonably, be erected in almost every port, river or waterway in which your ships operate. It prompts us to ask this pertinent question: what are YOU doing personally, to prevent this pollution of vital water? Merely to agree that something *ought* to be done is not enough. Direct action, and *prompt* action, should be taken in your own interests as well as the interests of fellow creatures.

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Oil Tanker "World Hope"

FIRST SHIP FROM NEW SKARAMANGA SHIPYARD

THE FIRST ship to be built at the Hellenic Shipyard Company's new yard at Skaramanga, near Piraeus, Greece, has now entered service. This vessel, the *World Hope*, 24,800 dwt, was launched by Mme Constantine Caramanlis, wife of the Greek Prime Minister, on 22 December 1960 (*SW*, 4.1.61), and is owned by Heron Inc, a Niarchos Group company. The *World Hope* is also the largest ship to be built in Greece.

Hellenic Shipyards is part of the Niarchos Group, and was built on the former site of the Royal Hellenic Navy Yard on the eastern coast of the Bay of Eleusis, opposite the island of Salamis. The yard has at present one building berth in operation, served by two 30-tons and two 17½-tons hammerhead cranes on rails, and two large floating docks. Fitting-out berths, a 100-tons floating crane, fully equipped and spacious machine shops, pipe shop, a fine prefabricating shed and electrical and joinery shops together make up a very fine yard (*SW*, 5.10.60). A considerable amount of repair work is being carried out at Skaramanga.

The *World Hope* is powered by an NDSM-Stork diesel engine and has a speed of 15 knots. On the measured mile off Salamis a maximum speed of 15.6 knots was attained at service engine rpm. Every effort has been made to use locally manufactured products in the new ship, and for the first time Hempel's marine paints, made in Greece, have been used.

The principal particulars of the *World Hope* are as follows:—

Length o.a. ....	....	....	614ft 8in
Length b.p. ....	....	....	580ft
Breadth moulded ....	....	....	76ft 6in
Depth moulded ....	....	....	42ft 6¾in
Designed draught ....	....	....	32ft 9in
Deadweight ....	....	....	24,800 tons
Gross tonnage ....	....	....	9,902 tons
Machinery output ....	....	....	8,400 bhp
Speed ....	....	....	15 knots
Cargo tank capacity	....	....	1,203,096 cu ft

The *World Hope* has been built on conventional lines with the navigating bridge amidships and machinery aft, satisfying the rules of the American Bureau of Shipping for

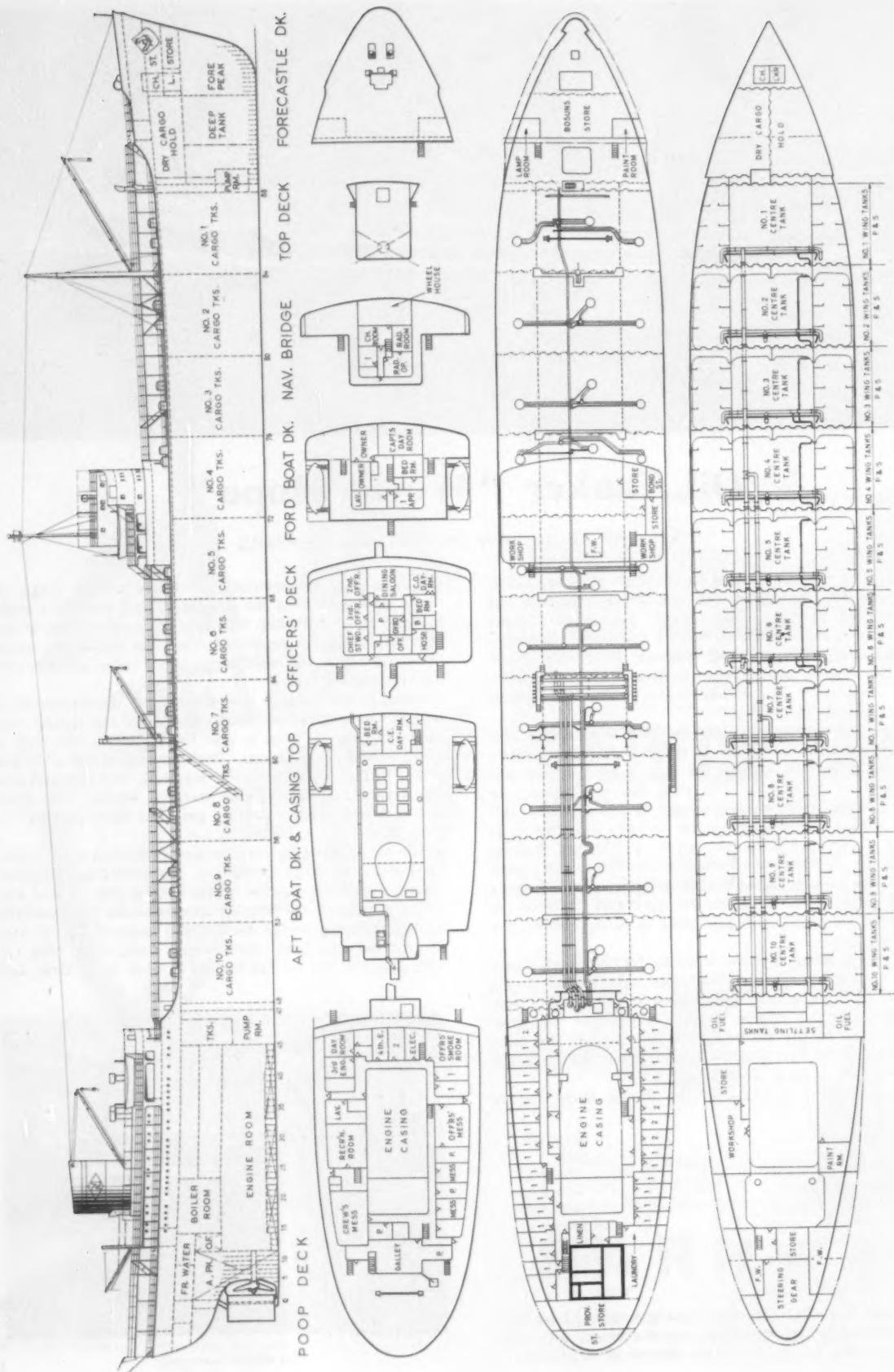
the class **A1** Oilcarriers E. There are 30 cargo oil tanks, separated from the dry-cargo hold and deep tanks forward by a cofferdam and a pump room, while at the after end they are separated from the machinery space by a cofferdam, the main cargo pump room and the fuel oil and settling tanks.

Longitudinal framing is employed and the transverse as well as the longitudinal bulkheads are of corrugated construction. Apart from a few riveted seams the ship is of all-welded construction. Deck equipment, all of Dutch make, include a steam-driven windlass, two steam-driven winches, and a steam-driven warping winch. The four-ram electro-hydraulic steering gear has been supplied by John Hastie & Co Ltd.

The cargo pumping arrangement comprises three steam turbine-driven cargo pumps of the centrifugal double-suction type each capable of discharging 800 tons of seawater per hour, two duplex double-acting steam-driven vertical stripping pumps each with a capacity of 150 tons of seawater per hour, three cargo lines, each 14in i.d. with one 12in i.d. suction branch to each cargo tank, and



The officers' mess room



General arrangement of the oil tanker "World Hope," 24,800 dwt, built at the Hellenic Shipyards Company's new yard at Skaramanga, for Heron Inc., a Niarchos Group company.



The crew's recreation room on the poop deck, port side

set etc.

The *World Hope* is propelled by a single screw, driven by an eight-cylinder, single-acting, two-stroke diesel engine of NDSM-Stork type HOTLO 8 x 75/150. The cylinder bore is 750mm and the piston stroke 1,500mm. The normal output is 8,400 bhp at 115 rpm. The engine is arranged for uniflow scavenging and supercharging by means of exhaust gas-driven turbo-blowers.

Electrical power is supplied at 230 volts DC by three diesel-driven generators, two of which have an

output of 240 kW, and one with an output of 120 kW, and one steam-driven generator with an output of 75 kW. Two converters are installed, primary 230 volts DC, secondary 115 volts DC, each with an output of 35 kW.

The main switchboard is of the metallic enclosed dead-front type, easily accessible, with doors on each side. Circuit-breakers, switchgear, instruments and protective devices of modern design are fitted to comply with standard requirements. All distribution boards (110 and 220 volts DC) are of the dead-front type and are mounted in drip-proof sheet steel boxes.

Steam for the cargo pumps, auxiliaries etc, is supplied by two Scotch boilers each with a heating surface of about 4,000 sq ft and a working pressure of 180 lb/sq in. The ship is fitted with a Monobloc seawater distilling unit produced by C. Aug Schmidt Söhne, Hamburg (British licensees: Marshall & Anderson Ltd, Motherwell, Scotland). The unit is rated to produce more than 25 tons/24 hours of fresh water from sea water with a salinity of less than 0.25 grains/gal. It is of the low-pressure submerged tube type. More than 40 similar units are fitted in other vessels of the Niarchos fleet.

in the centre cargo tanks one 6in dia stripping line with one 4in dia suction branch to each cargo tank. Each cargo oil tank is fitted with aluminium-brass heating coils.

The officers' rooms and spare rooms are arranged in the bridge deckhouse, while the engineers' accommodation occupies the poop deckhouse together with officers' and crew's messes, recreation room etc. The captain's and owners' quarters are in the bridge deckhouse.

Officers and engineers have large well-proportioned single rooms, comfortably furnished with bed, wardrobe, sofa, writing desk, armchair, table and chairs, bookrack, wash-basin and toilet cabinets. Hot and cold fresh water is supplied to all washbasins and separate shower, WC etc is arranged for each senior officer and between each pair of rooms for the junior officers. A separate lounge and dining saloon are provided for the officers and engineers.

The crew is accommodated in large single and two-berth cabins in the poop. Each room is provided with a wash-basin with a supply of hot and cold water and the furniture includes a sofa, wardrobe, chest of drawers, writing desk with armchair for petty officers and small table with ordinary chair for crew etc. The large crew's recreation room and the mess room on this deck are comfortably furnished.

In addition to the cabins for officers and chief steward there is a hospital and a dining saloon on the officers' deck. The forward boat deck is taken up by the owner's bedroom and dayroom, the captain's bedroom and dayroom and two bedrooms, one for two boys.

The latest navigational aids have been installed and includes a Kelvin-Hughes radar, and Arma-Brown automatic steering system, Submarine Signal Co echo sounder, a Standard Radio wireless telegraphy/telephony



Officers' smoke room and lounge on the starboard side of the poop deck

Oil Topics

RECORD BRITISH/DUTCH OIL PRODUCTION

BRITISH and associated Dutch oil companies last year produced a record total of 184,225,000 metric tons of oil (including natural gas liquids), according to figures published by Petroleum Information Bureau. This was an increase of almost 12 mn tons on the 172,528,000 metric tons produced by the same interests in 1959. The total was derived from some 25 different countries, the major areas being the Middle East with 97.2 mn tons and Latin America with 51.6 mn tons (towards which Venezuela contributed 45.1 mn tons). The Far East accounted for 11.9 mn tons and British/Dutch interests obtained a further 19.2 mn tons in the U.S.A. Among other areas, particular interest attaches to Algeria (which includes the Sahara), as this figured in the list for the first time with a yield of nearly 700,000 tons towards the British/Dutch output. In the Middle East supplies came mainly from Kuwait (40.93 mn tons), Persia (27.97 mn tons) and Iraq (23.4 mn tons).

U.S. the Principal Producers

AS IN other years, the principal world producers were U.S. companies who provided in all 652,465,000 tons—59.9 per cent of the world total of 1,089,580 tons. More than half of the U.S. contribution came from the United States itself, but further substantial output derived from the Middle East and Latin America. The next most important oil suppliers were British and Dutch interests, whose production was equivalent to 16.9 per cent of the world total, followed by the U.S.S.R. bloc which accounted for 167 mn tons or 15.3 per cent—of which the great bulk came from the U.S.S.R. itself.

Smokerooms on New Oil Jetty

MENTION has already been made in this column (*SW*, 12.7.61) of the new oil jetty, capable of accommodating tankers of up to 27,500 dwt, which is being erected by the British Transport Commission at Salt End, Hull. Work on this jetty is now almost complete: it extends 1,592ft into the River Humber, which has been dredged to give 36ft of water at all states of the tide. A feature of the new jetty is the provision of smokerooms for the crews of tankers berthed there. Although there is no doubt that smoking is carried on in the accommodation of tankers while loading or discharging, it is a matter that is often left to the discretion of captains, and there will be many ships where it is not permitted. At the Salt End terminal separate smokerooms for officers and crews are being provided at the fork where the No 3 Jetty (now almost completed) will in due course join up with the No 1 Jetty (which has yet to be built). There will be a telephone kiosk at the entrance. The new construction work here is costing about £1,100,000, and when it is complete there will be a total of 57 lines for oils, chemicals and services.

North Sea Drilling Starting Shortly

THE SHELL DRILLING OPERATIONS in the North Sea (*SW*, 2.8.61) are to start very shortly. The Tyne-built mobile oil drilling platform *Triton* will be moved to a buoy-marked site 2½ miles off the coast of South Holland, roughly halfway between the beach of Scheveningen and The Hook. The first well will be drilled inside Dutch territorial waters and as close as feasible to Rotterdam, from where the platform will be serviced by a continuous helicopter airbridge and various other ship-to-shore communications. Four light and bell buoys have been positioned to mark the drilling site, which the *Triton* is

expected to reach after some 10 hours' towing from its berth in Rotterdam. Good weather will be essential for this and the following early stages of the operation. The Royal Netherlands Meteorological Institute has made extensive statistics and calculations available to the company. Six heavy anchors will keep the floating pontoon in place. Once the four legs have been firmly planted in the seabed, the anchors will be taken away, and the platform jacked up hydraulically to about 50ft above sea level. The actual drilling is expected to take some four weeks. A stand-by ship will be permanently stationed near the platform, which is fitted with foghorns and will be brightly illuminated at night. It will be in constant touch with the shore by radio-telephone.

RECENT SHIP SALES

TURBINE cargo steamers *Kalymnos* (ex-*Andros Glory*) and *Karpathos* (ex-*Andros Star*) each of 15,300 dwt, 10,060 grt, 5,985 nrt, built Tokyo 1956 by Ishikawajima Jokogyo both sold by the Viaventura Cia. Naviera S.A., Panama, to Chinese Nationalist buyers for about \$1.6 mn each, with delivery Japan. They are now under the Greek flag.

Cargo steamer *Santa Madre* (ex-*Transwestern*, ex-*Western Ocean*, ex-*Abraham Rosenberg*, 10,500 dwt, 7,207 grt, 4,446 nrt, built Portland, Me., 1944 by New England Shipbuilding Corp) sold by St John Shipping & Trading Corp, Monrovia, to other Liberian buyers subject to U.S. Maritime Administration approval.

Motor vessel *Araby* (7,900 dwt, 6,906 grt, 3,882 nrt, built 1947 by Lithgows Ltd) sold by Royal Mail Lines Ltd to Shamrock Shipping Co Ltd, Larne, and renamed *Glynn*. She is understood to have realised about £130,000, with prompt delivery North East coast.

Cargo steamer *Cycle* (5,630 dwt, 4,161 grt, 2,152 nrt, built 1939 by Hawthorn, Leslie & Co Ltd) sold by Australian Steamship Pty Ltd (Howard Smith Ltd) to Heilgers (Eastern) Ltd, Hong Kong.

Cargo steamer *Calliope* (ex-*Leonardia*, ex-*Askeladden*, 2,540 grt, 1,479 nrt, built Alloa 1920 by Forth Shipbuilding & Engineering Co Ltd) sold by Dr M. Schussler, Hamburg, for demolition.

Tank steamer *Wauketa* (ex-*Mobilight*, 10,204 grt, 6,114 nrt, built 1943 by Bethlehem Sparrows Point Shipyard) sold by Mobil Tankers Co S.A., Panama, for about \$200,000 for demolition.

Passenger steamer *North Shore* (1,205 grt, 654 nrt, built Midland, Ont., 1943 by Midland Shipyard Ltd) sold by Clarke Steamship Co Ltd, Montreal, to Greek buyers.

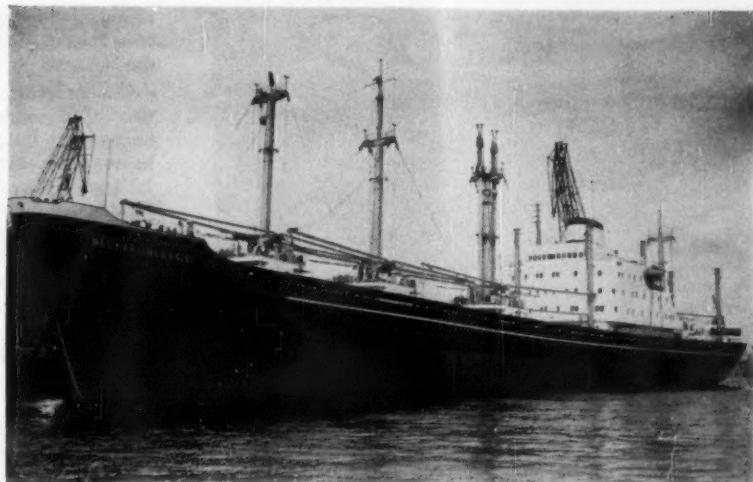
Motor coaster *Mount Blair* (745 dwt, 553 grt, 289 nrt, built Greenock 1949 by G. Brown & Co (Marine) Ltd) sold by Robert Taylor & Sons Ltd (G. T. Gillie & Blair Ltd), Dundee, to Canadian buyers. She is currently being overhauled on the Clyde. Buyers are reported to be the Winsor Trading Co Ltd, of St John's, and she apparently realised £52,500.

THE LATEST Westinform forecast of the availability of tankers consists of an analysis of the availability of clean and dirty tanker tonnage in principal world loading areas during the period mid-June to mid-July 1961. This study relates to tankers running the market and not yet reported fixed. A forecast is made of the expected volume of "free tonnage" in five principal loading zones—California, Caribbean and U.S. Gulf, E. Mediterranean and Black Sea, Persian Gulf and Indonesia. This suggests that there will be 183 free tankers in the second half of June, as compared with 155 in the first half of July.

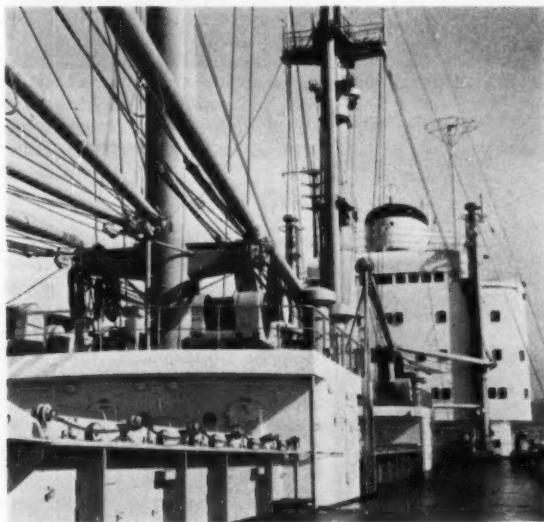
PAKISTAN INTERNATIONAL AIRLINES are to start a London-New York service on June 16. It will be initially a weekly service by Boeing 707-320 jets. With the introduction into service of P.I.A.'s three Boeing 720-Bs in 1962, it is planned to increase the New York service to three a week.

Cargo Vessel “Neuharlingersiel”

NEW TRAMP TONNAGE
FOR GERMAN OWNERS



BUGSIER-, REEDEREI- UND BERGUNGS A.G., Hamburg, took delivery earlier this year of a new cargo vessel. This ship, the *Neuharlingersiel*, 12,400 dwt, has been constructed by Howaldtswerke Hamburg A.G. as a closed shelterdeck vessel. She is at present engaged in the Canadian grain



ABOVE : The winch platforms and MacGregor single-pull hatch covers

BETOW : Sectional profile of the "Neuharlingersiel"

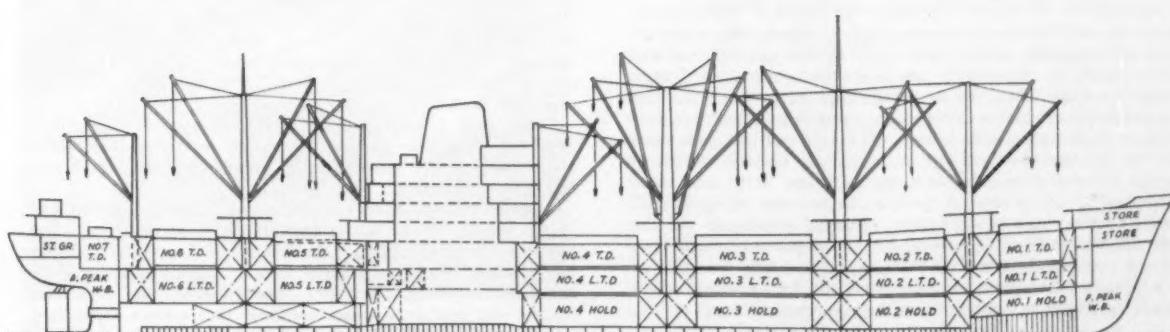
trade. The principal particulars of the ship are as follows:

Length o.a. ...	532ft 9½in
Length b.p. ...	491ft 1¾in
Breadth moulded ...	65ft 1½in
Depth moulded to main deck ...	39ft 8¾in
Depth moulded to second deck ...	30ft 2¼in
Draught on summer freeboard ...	26ft 2in
Deadweight as an open shelterdecker	10,000 tons
Gross tonnage ...	7,072 tons
Machinery output ...	10,000 bhp
Trial speed ...	18.5 knots
Cargo capacity:	
Bale ...	695,000 cu ft
Chilled ...	8,400 cu ft
Vegetable oil tanks ...	25,300 cu ft

The *Neuharlingersiel* is a single-screw vessel with three complete decks fitted with eight watertight bulkheads. She was built to the classification of the Germanischer Lloyd for Class G.L. $\frac{1}{2}$ 100 A 4 (E) KAZ. Four cargo holds are fitted forward and two aft of the machinery space, while there is a small tweendeck right aft. These spaces have a capacity of about 695,000 cu ft. Aft of the machinery space there are two insulated rooms on either side of No 5 hatch. These rooms have a total capacity of 8,400 cu ft. Six tanks for the carriage of vegetable oil have been arranged below Nos 5 and 6 holds, and these have a capacity of 25,300 cu ft.

The cargo handling gear comprises 14 derricks of 3/5 tons capacity; eight derricks of 5/10 tons capacity; and two 60-tons derricks which serve Nos 3 and 4 hatches. These 60-tons derricks can be coupled together and used for lifts of up to 120 tons. The six cargo hatches on the main deck are fitted with MacGregor patent hatch covers.

The accommodation in the *Neuharlingersiel* is situated





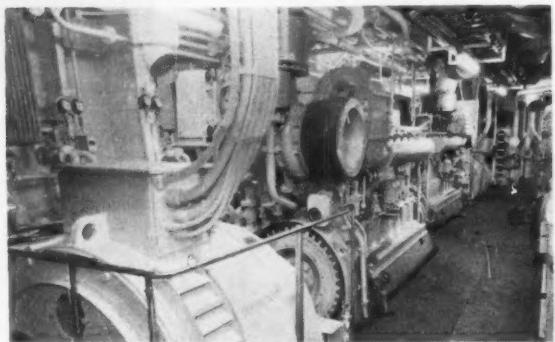
Dining saloon

in the midship superstructure, with single or double cabins for all members of the crew. The accommodation for the engineers, together with their mess and a mess for the junior officers, is on the lower bridge deck. The deck crew accommodation is on the main deck. Accommodation for eight passengers and the senior engineer officers is arranged on the upper bridge deck. The passengers' dining saloon and smoke room are forward on this deck, together with the chief engineer's suite. The captain's suite and cabins for the senior deck officers are on the boat deck. All living and recreation rooms, baths, wash-

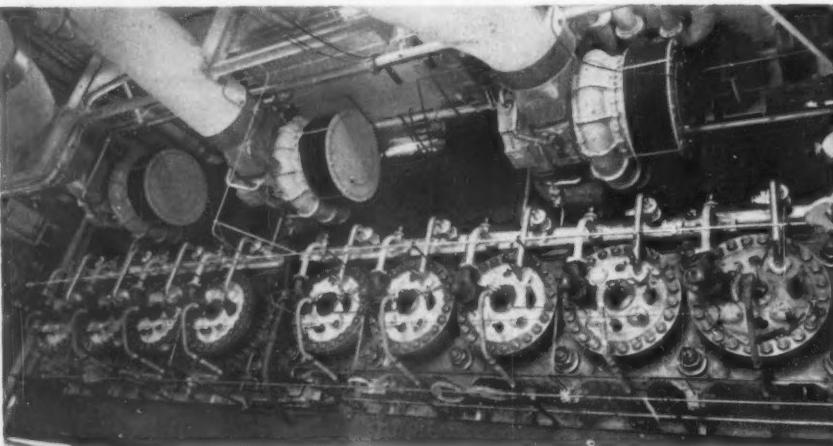
rooms and work spaces have warm air heating. Air conditioning has been fitted in the saloons, messes and in the hospital.

The propelling machinery of the *Neuharlingersiel* consists of a single-acting supercharged Fiat diesel engine, built under licence by Borsig A.G., of type C 759 S and having nine cylinders of 750mm bore and a stroke of 1,320mm. The engine develops 10,000 bhp at 130 rpm. Electricity for power and lighting is obtained from three diesel generators of 420 kW output. At a draught of 26ft 2in on trials the *Neuharlingersiel* obtained a speed of over 18.5 knots.

Navigational aids include a gyrocompass with automatic steering, an echo sounder, wireless, radar and radio direction finder as well as other facilities.



ABOVE: Auxiliary generators in the engine room



LEFT: Cylinder heads and turbo-blowers of the Borsig-Fiat main engine

RECENT PUBLICATIONS

ABSTRACTS of papers presented at the 1st International Congress on Metallic Corrosion, London, April 1961, form an interesting feature of the May issue of *The Nickel Bulletin*. Other items in the section on heat- and corrosion-resisting materials draw attention to papers reporting work on the constitution, mechanical properties, fabrication and applications of high-temperature alloys and steels, and the resistance of various nickel-containing materials to specific corrosive media. Of particular interest is the inclusion of a data sheet outlining the properties of a new 18 per cent nickel-cobalt, molybdenum "mar-ageing" steel, which, developed by the International Nickel Company, Inc., is capable of exhibiting a yield strength in excess of 110 tons/sq in. while maintaining a nil-ductility temperature below -60°C. Its excellent notch tensile strength is another outstanding characteristic.

THE Quasi-Arc Welding News has been revised in style and

now appears as *Arc*. (The sales activities of Quasi-Arc Ltd are now being carried on in the name of the Electric Welding Department of the British Oxygen Co Ltd, Spencer House, St James's Place, London SW1.) News of developments and items of interest about Argonarc, which have hitherto been featured in the companion journal *Torch*, will in future appear regularly in *Arc*.

THREE NEW publications have been received from G. & J. Weir Ltd, Glasgow, dealing respectively with their D1 marine evaporator, the F1 two-stage flash evaporator and the T type boiler feed regulator.

A BROCHURE has been received from Avica Equipment Ltd, Mark Road, Hemel Hempstead, Herts, describing the company's work in the field of flexible joints for piping and ducting systems. These lightweight flexible joints are designed for insertion at strategic locations in ducting systems to relieve, control and contain stresses resulting from system expansions, relative movements and static and dynamic pressure end loads.

Calculating Stress and Measuring Trim

TWO KOCKUMS INSTRUMENTS

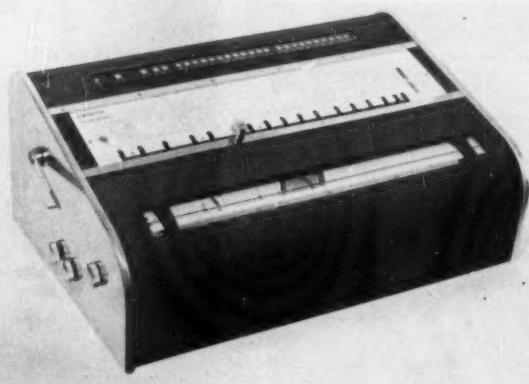
INSTRUMENTS for the pre-calculation of cargo distribution and the direct control of trim and stress were on show at the International Maritime Exhibition, held recently at Helsingborg, Sweden. These are the "Load Master" and an optical trim loader, both developed and produced by Kockums Mekaniska Verkstads AB, Malmö. The Load Master is a small compact instrument which enables a rapid calculation to be made of trim and longitudinal bending moments. It is equipped with an individual load setting scale for each compartment intended for either cargo, bunker fuel or water.

Operation is simple. The selector (seen in the centre of the instrument) is set in the zero notch, and the setting scales set to zero by pressing the lever on the left. The nomogram cylinder is also set at zero by turning a knob, and the trim and stress indicators set to their starting points by turning the remaining two knobs on the left hand side of the Load Master.

After placing the selector in the notch corresponding to the relative compartment, the amount of the actual weight of cargo is fed in, again by turning a knob. The weight is indicated on one scale, and its influence on the ship's deadweight, trim and mean draught is shown on three other scales on the instrument. The stress indicator shows the influence on the bending moment. By feeding in all weights to be loaded the final stress condition, mean draught, trim and total deadweight are obtained. A feature of the Load Master is that each tank or compartment can be treated individually. The Load Master has been tried out and found satisfactory in 20 ships over the past four years. It was shown for the first time at the Helsingborg Exhibition.

Optical Trim Loader

The Kockums optical trim loader, which gives instant readings of deflection and trim without the need for calculation, has been standard equipment on all Kockum-built ships since 1954. It is equally suitable for general cargo vessels, bulk carriers or tankers. In general cargo ships with their variety of goods of different densities, stowed in holds of different shapes and sizes, determination of the best cargo distribution from the point of view of stress is not always a simple matter by mental calculation. However with the aid of the optical trim loader, a



The Kockums Load Master gives rapid calculation of trim and longitudinal bending moments

correct and easy check can be made at all stages of loading.

There are three parts to the optical trim loader: the telescope, scale and point of aim. The telescope is fitted with a spirit level and an adjustment screw. Looking through the telescope from aft, the point of aim forward is seen beside the midship scale, which moves up or down depending on whether the ship is hogging or sagging. In addition to measuring deflection the instruments can be used for measuring trim. Before taking the reading the spirit level must be horizontal. Trim is measured simultaneously with deflection by means of a scale in the telescope, which is read against the point of aim. An important feature of the instrument is that the trim can be checked when a ship is under way in calm water: a valuable asset when a vessel is approaching a port or seaway of limited depth.

A compromise has often to be made in obtaining the best possible load distribution, having regard to both trim and stress. The combined reading of trim and deflection is, therefore, of particular value in determining the necessary adjustment of cargo and ballast. The optical trim loader can also be used to observe the ship's list. In this case the telescope is mounted amidships on one side and directed against a scale on the opposite side. The manufacturers recommend the optical trim loader as a vital complement to other instruments used in calculating cargo distribution. The accompanying illustration shows the instrument fitted to a model of an oil tanker.



The optical trim loader being used on a plastic model of an oil tanker

CRANE JOURNAL REGROUND ON SITE

COSTLY dismantling and several weeks of lost time has been avoided by regrinding *in situ* a 15½in diameter vertical journal on a 3-tons Butters crane. This work, which was carried out by Nicol & Andrew (London) Ltd, is the first repair to dockside craneage carried out with their Master-Hone equipment. Installed on the White Sea & Baltic Co's Thamesside wharf at Millwall, the crane was found, on removal of the mast, to have a badly grooved and corroded journal. Some 20in long, the journal is an integral part of the 21ft central column on which the crane traverses and the entire column is embedded in a concrete plinth measuring 7ft by 9ft by 9ft. To have machined the journal in the orthodox manner would have entailed demolishing the concrete plinth, transporting the column to a machine shop and rebuilding the plinth once the machined column was in place.

NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B × D.(d.f.t.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Thos. & Jas. Harrison	1	Cargo	(8,850)	460 × 63 × 38.25	1963	—	Diesel	—	Sulzer Bros.	Chas. Connell & Co
Overseas Yards										
Leif Ericksons Rederi A/S, Bergen U.S. owners	1 (904) — (1874)	Cargo Cargo Tanker	15,400 16,000 47,720	— 490.75 × 72.2 × 41 705.33 × 101.67 × 50.33	1963 — —	— — —	Diesel Diesel Geared turbine	— — 17,300	Shipbuilders H. C. Stulcken Sohn Cant. Riunione dell 'Adriatico	Gotaverken H. C. Stulcken Sohn Cant. Riunione dell 'Adriatico

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(d.f.t.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Overseas Yards										
May 31	U.S.S.R.	Arman (162010)	Fish mother ship	9,300 (11,540)	465.9(509) × 65.58 × 38.1(26.95)	13	Tw.-scr. steam recip. with exhaust turbo turbine	5,000	Zgoda	Stocznia Gdanska
May 31	U.S.S.R.	Archangelskles (151409)	Cargo	5,900 (4,500)	377.25(406.2) × 54.75 × 27.58(22.95)	14.5	5-cyl diesel	4,500	Sulzer Bros	Stocznia Gdanska
June 15	Hokkai Unyu Kaisha	Shinsei Maru No 17	Cargo	4,350 (2,840)	—	12	Diesel	2,400	—	Onomichi Dockyard
July 11	Nippon Yusen Kaisha	Sapporo Maru (846)	Cargo	11,800 (9,600)	475.75 × 64 × 40.33 (29.5)	18	M.A.N. diesel	12,000	Shipbuilders	Mitsubishi Nippon H.I.
July 15	Nitto Shosen K.K.	Asia Maru (586)	Tanker	46,749 (28,500)	—	—	Geared turbine	—	Shipbuilders	Ishikawajima- Harima H.I., Aioi Ansaldi S.A., Genoa
July 23	International Nav. Corp	West River (1578)	Cargo	16,600 (10,000)	502 × 68.58 × 41	—	Fiat diesel	8,000	Shipbuilders	Deutsche Werft
July 25	Hamburg- Sudamerikanische	Cop San Lorenzo (784)	Cargo	10,300 (7,000)	473.9(577) × 70.25 × 38(27.67)	20	Diesel	11,650	M.A.N.	Euskalduna
July 26	Naviera Aznar S.A.	Monte Palomares (155)	Cargo	10,000 (8,629)	440 × 61.2 × (25.9)	13	Diesel	5,340	Burmeister & Wain	Rotterdamse Droogdok
Aug. 9	Kon. Nederlandse Stoom. Mij.	Ganymedes (943)	Cargo	7,200 (5,700)	385 × 57.5 × 31.25 (24.42)	15	Diesel	4,900	Gebr. Stork	Gebr. Pot
Aug. 9	N.V. Kon. Rotter- damse Lloyd	Main Lloyd (305)	Cargo	11,500 (9,733)	489.8 × 65.95 × 40 (29.1)	17.5	Diesel	10,800	Gebr. Stork	A. G. "Weser". Bremerhaven
Aug. 10	Koctug Denizcilik Isletmesi	Marmaris I (871)	Cargo	6,200 (4,378)	344.5 × 51.9 × 29.5 (23.42)	—	Tw.-scr. diesel	3,780	M.A.N.	—

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(d.f.t.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Aug. —	E. T. Barwick, Esq	Marco Polo (253)	Yacht	(173)	—	—	Tw.-scr. diesel	—	—	Clelands S.B. Co
Aug. 10	Stroud Steam Fishing Co	Mount Melleray (313)	Trawler	(214)	(116) × 23 × 12	—	5-cyl. diesel	550	H. Widdop	John Lewis & Sons
Aug. 15	Hall Corporation of Canada	Lecliffe Hall (811)	Bulk carrier	25,000 (18,000)	730 × 75 × (24.5)	14	Geared turbine	9,000	Shipbuilders	Fairfield S.B. Co
Overseas Yards										
May 31	U.S.S.R.	Aldanies (151406)	Cargo	5,900 (4,500)	377.25(406.2) × 54.75 × 27.58(22.95)	14.5	5 cyl diesel	4,500	Sulzer Bros	Stocznia Gdanska
June —	U.S.S.R.	*Professor Huber (170001)	Tanker	19,000 (12,600)	541.25(57.1) × 71.9 × 38.58(29)	16	7-cyl Sulzer diesel	9,100	H. Cegielski	Stocznia Gdanska
June —	Oakland Shipping Corp	Zarathustra (52)	Cargo	15,000 (10,900)	(51.2) × 66.67 × (30.25)	17	6-cyl Sulzer diesel	7,800	Shipbuilders	Iino S.B. Co
June 10	Denizcilik Bankasi T.A.O.	Mimar Sinan (92)	Cargo	7,900 (5,600)	380.33 × 54.33 × 32.67	14	Sulzer diesel	4,480	Uruga Dock	Nipponkai H.I.
June 27	Oswego Transportation Corp	Charles E. Spahr (914)	Tanker	46,600 (29,500)	689 × 100 × 50(37.58)	16.75	Geared turbine	18,500	Shipbuilders	Mitsubishi H.I. Reorg.
Juns 27	Mosvold Shipping Co	Moshill (1533)	Bulk carrier	24,500 (15,800)	551.2 × 75 × 46(31)	17.28	M.A.N. diesel	10,660	Shipbuilders	Mitsubishi S.B. & E Co., Nagasaki Lubbecker Flender- Werke
July —	P. Meyer, Oslo	Haylom (523)	Refrig. cargo	12,000 (9,850)	464.67 × 63.9 × 39 (29.9)	17	Diesel	9,000	M.A.N.	Howaldtswerke
July —	Tschudi & Etzen, Oslo	Siletta (944)	Cargo	10,160 (9,200)	450 × 62.9 × (29.5)	15	7-cyl M.A.N. diesel	6,130	Shipbuilders	Schlichting Werft
July —	Cie. Marocaine de Navigation	Chaouen (1302)	Cargo	3,250 (2,500)	269 × 44.33 × 27	14.5	Two diesels	2,740	M.A.N.	—
July —	American President Lines	President Tyler (54B9)	Cargo	12,800 (12,500)	528(563.67) × 76 × 44 (27)	20	Geared turbine	17,500	Shipbuilders	Bethlehem Steel Co., San Francisco

* Originally launched for Polish Ocean Lines

ACCORDING to the Bank of London & South America Ltd two West German companies are reported to be negotiating with the Portuguese Government for the construction of a shipyard at Lisbon in accordance with plans drawn up under the 1959-1964 Development Plan. The original plans called for a yard on the south bank of the Tagus, with a building capacity for ships up to 40,000 tons, and with a dry dock capable of accepting for repairs ships up to 20,000 tons. The cost was estimated at 1,000 mn escudos, of which 40 per cent would be in the form of foreign machinery and equipment. Work on the shipyard was originally planned to begin in 1959.

It has further been announced that two Swedish and two Dutch shipyards (Eriksberg, Kockums, N.D.S.M. and Wilton-Fijenoord) are examining in conjunction with a Portuguese

company the possibility of establishment of a shipbuilding and repairing yard at Lisbon.

SHIP arrivals at the port of Wellington, New Zealand, in the year to 30 September 1960 numbered 2,386 reaching a record total of 4,473,359 nrt. The tonnage of ships and cargoes handled both showed increases over the previous year of 1.5 per cent; the cargo total was 2,337,278 tons, made up of 1.5 mn tons of imports, 700,000 tons of outward cargo and 26,500 tons of transhipments. Capital expenditure during the year amounted to £200,175. Work has begun on a £340,000 terminal at Aotea Quay to serve the new car and rail ferry which is expected to go into service between the North and South Islands next May. A pneumatic wheat-handling plant is also to be installed on this quay.

MARITIME NEWS IN BRIEF

MR D. C. CAMPBELL, chief engineer of the P&O liner *Arcadia*, has been appointed commodore chief engineer to succeed Mr Tilley, whose retirement was announced last week. Mr Campbell served his apprenticeship with Alex. Chapman & Company and Dunsuir & Jackson Ltd, and joined P&O in 1925 as assistant engineer. His first appointment as chief engineer was in 1955 when he was serving in *Surat*. He then served in *Singapore* and *Empire Fowey* before being appointed to *Arcadia* in March 1960.

MR R. K. RITZEMA, manager of the deep sea branch of contracts division, the Marconi International Marine Communication Co Ltd, is to retire at the end of August.

MR GEORGE H. BARTRAM, a director of the Sunderland shipbuilding firm of Bartram & Sons Ltd, has died. He was 63 years old. He retired from active work with the firm 20 years ago, but continued as a director.

CAPTAIN W. T. BANKS, master of the P&O liner *Strathnaver*, has retired after 42 years at sea, including four years under sail.

THE DEATH has occurred of Captain Sir Ion Hamilton Benn, a member of the board of the Port of London Authority from its inception in 1909 until his retirement last February. He was the only surviving member of the first board of the P.L.A.

MR M. A. MAWBY has been appointed chairman of Inter-state Oil Ltd in succession to the late Mr L. B. Robinson.

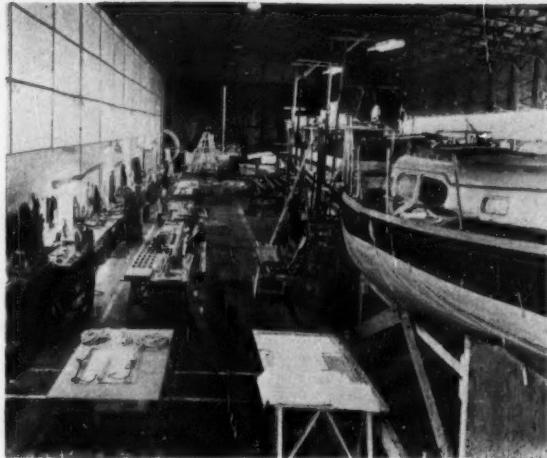
MR T. H. R. PERKINS has been appointed assistant managing director of the Perkins group of companies while continuing as marketing director. Mr D. F. W. McNair has been appointed deputy director of marketing of the group. Mr J. M. Collins has been appointed general manager of the group's sales division. Mr H. Lymath succeeds Mr McNair as group project coordinator.

AMF LTD have secured an order to supply an evaporating plant to the St John Dry Dock & Shipbuilding Co Ltd of St John, New Brunswick, for installation in a new Canadian hydrographic survey vessel now under construction there. The complete installation will include two waste heat boilers for furnishing steam to the evaporator and these will be supplied by Maxim Silencers Ltd, a member of the Braby group of companies.

THE FORMAL INVESTIGATION into the loss of the cargo ship *Lapwing C*, at Whitton Sands, River Humber on February 19, will be held on September 26 at the Council Chamber, Hull, at 10.30 a.m.

AUTHORITY has been granted to Canadian Pacific Airlines to operate a London/Vancouver service via Edmonton and Calgary. The service will commence from London on October 7 and thereafter initially twice weekly with DC-8 jets and Bristol Britannia jet-prop aircraft.

THE new liner service which the Indonesian national shipping company, P. N. Djakarta-Lloyd, are commencing from



AN AIRFIELD BOAT FACTORY

Two Hunting group companies, Halmatic Ltd, and Field Aircraft Services Ltd, are building reinforced plastic boats at an airfield at Wymeswold, near Leicester. Field's Marine Division has completed the equipping of the plant to build the smaller range of Halmatic hulls, and also to carry out the entire fitting-out of the complete Halmatic range. Thus, Halmatic can now offer their customers, for the first time, a complete boat. Several commercial fittings-out are projected for Halmatic hulls for commercial users of the 47 ft and 56 ft classes, both at home and overseas.

the United Kingdom and Continent to Indonesia and vice versa, will be opened by the motorship *Anne Reed* during the second half of September. The line's general agents for Europe are Stelp & Leighton Ltd, 9-13 Fenchurch Buildings, London EC3.

THE Alpina Shipping Agency Ltd, of 54 New Broad Street, London EC2, have changed the name of the company to Panalpina World Transport Ltd.

* * * *

THE Royal Intercean Lines vessel *Ruys*, second of the trio *Boissevain*, *Ruys* and *Tegelberg* to have undergone an extensive refit, sailed from Hong Kong to Japan on August 5, where she will re-enter her regular run from the Far East to Africa and South America. A number of first class cabins have been added, thereby bringing the fully air-conditioned first-class passenger capacity of the *Ruys* to 115. The public rooms have been completely modernised and fully air-conditioned.



CANADIAN GIFT FOR THE WEST INDIES

The passenger-cargo vessel "Federal Maple" has been handed over by the Government of Canada to the West Indies Federation. She will be used on inter-island service and is a gift from Canada to the new Federation. Seen at the handing over ceremony are Mr R. G. Pearse, of Canadian Vickers, the builders of the vessel; Mr D. W. C. Collins, acting Trade Commissioner for the West Indies; Mr A. R. Webster, chief, ship construction, Department of Transport, Canada, and Mr J. A. S. Peck, vice-president, marine division, Canadian Vickers.



LATEST PALM LINER

The cargo liner "Lagos Palm", 8,500 dwt, has been handed over to the Palm Line Ltd by the Neptune Works of Swan, Hunter & Wigham Richardson Ltd. The principal dimensions of the "Lagos Palm" are length b.p. 440ft, breadth moulded 63ft, depth moulded to shelterdeck 37ft and draught 25ft. She is one of a class of vessels of the same type built or building by the shipyard, of which the last, still fitting out, is the "Ilesha Palm". Propulsion machinery consists of a six-cylinder Swan Hunter-Doxford diesel engine designed to develop 7,500 bhp.

THE FORMAL INVESTIGATION into the stranding of the motorship *B.P. Explorer* on February 16, in the River Severn, will be held on November 7 at the Rural District Council Office, Brunswick Square, Gloucester, at 10.30 a.m.

THE Institute of Greek Shipping Information & Research has been established at 17 Akti Miaouli, Piraeus. The directors include Vice-Admiral E. Sideris, Messrs Alex. Vernicos, John Latsis and George Ioannides.

THE French Line flagship *France* will make her maiden voyage from Southampton on 3 February 1962, arriving New York on February 8. As a prelude to the first trans-Atlantic crossing, there will be a week's cruise to the Canary Islands from Southampton on January 20.

THE FIRST direct jet service between Britain and the Philippines will be opened by BOAC on October 31. The service, which is subject to Governmental approval, will be operated twice weekly by Comet 4 jetliners, flying on the London-Singapore-Tokyo route.

CHANNEL AIR BRIDGE LTD has been granted air service licences to operate vehicle ferry flights from Southend to Basle and Geneva. Subject to Swiss Government approval, it is planned to start the services in 1962. Up to five flights a week will be operated to both destinations.

* * * *

THE MARCONI Argonaut V.H.F. radiotelephone equipment has been officially approved for installation on ships registered in Holland and Norway. The Argonaut, which has already been type-tested and approved by the British Post Office, has been ordered for a number of Dutch and Norwegian vessels. The Marconi Marine Company has received an order for 50 sets from its Dutch associates, Radio-Holland N.V., and an order for 20 sets from its Norwegian associates, Norsk Marconikompani A/S.

THE NEW Holland-America Line pier at Manhattan, New York, is expected to be ready for use next year about the time when the conversion of the *Nieuw Amsterdam* passenger accommodation into first- and tourist-class only will have been completed. The new pier, No 40, will be about 790ft long and has called for an investment larger than that which has gone into the construction of the *Statendam*. The pier offers accommodation for the parking of 1,300 cars.

IN a recent reference to the port of Pepel (SW. 9.8.61) it was erroneously stated that this port is in Nigeria, whereas it is situated in fact in Sierra Leone.

A NEW BOOK containing merchant marine house flags and funnel markings listed alphabetically by countries has been published by the United States Navy Hydrographic office. The publication, entitled *Merchant Marine House Flags and Stack Insignia*, comes in loose-leaf form and can be kept corrected for the frequent changes in flags and markings. The new volume sells for \$6.

THE CHAMBER OF SHIPPING index number of tramp shipping freights for July is 105.8 (1960=100). The index number of tramp time charter rates for motor ships is 109.

CHAMBER OF SHIPPING statistics show that 322 vessels of 2,751,308 tons gross were laid up for lack of employment throughout the world at the beginning of August. Of this total, 123 ships of 642,548 tons were dry cargo and 199 of 2,108,760 tons were tankers.

THE death has occurred while on holiday of Mr W. B. Johnstone, a director of Alexander Stephens & Sons Ltd and president of the Clyde Shipbuilders' Association.

THE ARBORITE COMPANY (U.K.) LTD has appointed Heaton Tabb & Co Ltd, Adelphi Works, Cobbold Road, Willesden, London NW10, as a main distributor for London and the Home Counties. Heaton Tabb are already main distributors of Arborite in Liverpool and Belfast.

A RADAR OBSERVER COURSE leading to the issue of a Certificate of Proficiency as Radar Observer in a form approved by the Ministry of Transport is now available at the Bristol Technical College.

THE FIRST vessel in a six-ship contract for Farrell Lines Inc, of New York, has been started at the yard of the Ingalls Shipbuilding Corporation, Pascagoula, Miss. The vessel will be named *African Comet*.

THE COUNCIL on Student Travel has chartered the Italian liner *Irpinia* to bring 500 foreign students to the United States.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 23 August 1911

Messrs. Alex. Stephen & Sons, Linthouse, have launched the *Anchoria*, first of two large steamers which they have on order for the Indian service of the Anchor Line (Henderson Bros., Ltd.). The vessel, which has been built to the highest requirements of the British Corporation, is of the following dimensions: Length, 420 ft.; breadth, 53 ft.; depth 33 ft. In addition to having a large carrying capacity, accommodation has been provided for a considerable number of passengers. The propelling machinery, which has been provided by the builders, consists of triple-expansion engines.

An interesting series of experiments were recently carried out at the Stobcross engineering works of Messrs. Barclay, Curle & Co., in connection with the large oil-engined vessel which the firm have under construction. The machinery for this vessel is being built at the Stobcross works, and the hull at the Clydesdale shipyard. On the completion of one cylinder of the engine, tests were made, and it was found that these proved quite satisfactory. All the cylinders, which number sixteen, are being constructed on the same model as the one which has been completed. Each is 21½ in. in diameter. The vessel will have twin screws and there will be eight cylinders driving each shaft. The construction of the hull is now well advanced, and when the ship is ready, a number of demonstration trials will be run in order to show the suitability of the Diesel oil engine for maritime propulsion.

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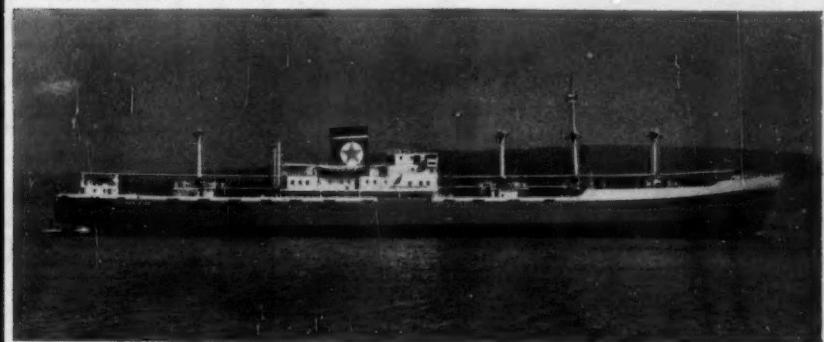
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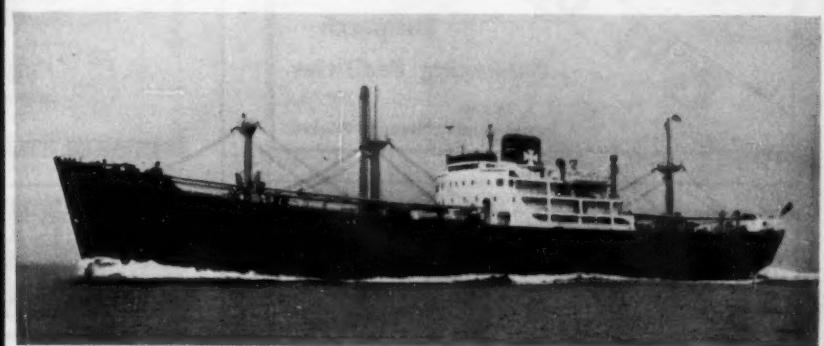
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Owners: Blue Star Line Ltd.

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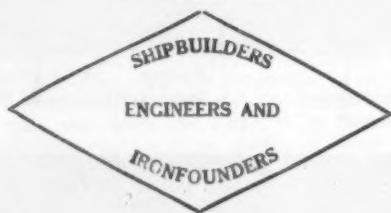
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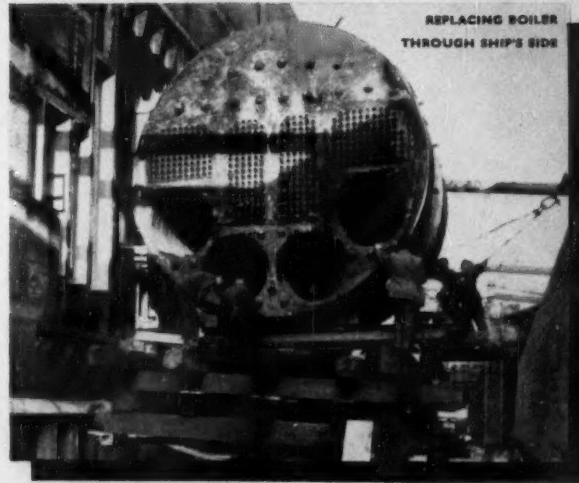
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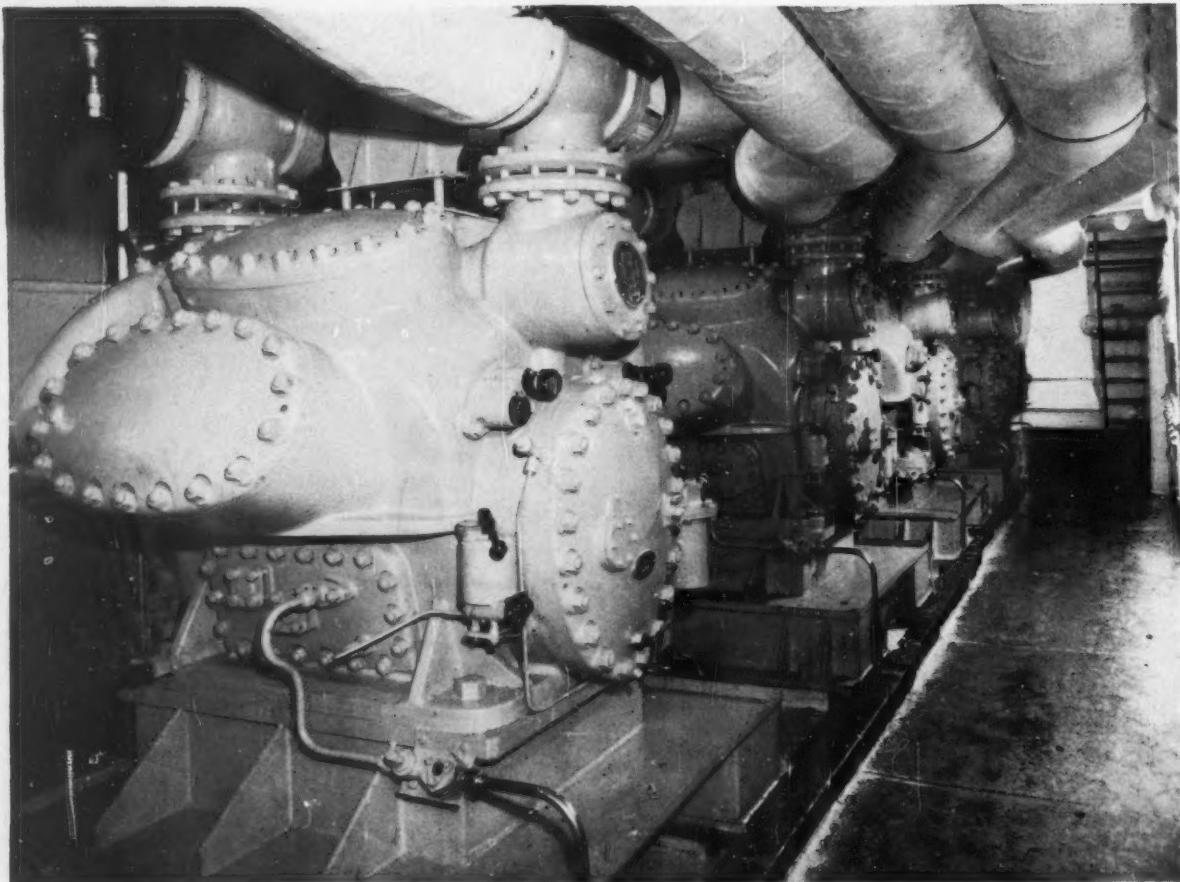
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